

**Longview-Kelso-Rainier
Metropolitan Planning Organization**

2015 Obligation and Closure Report

March 31, 2016

Prepared by the Cowlitz-Wahkiakum Council of Governments



OBLIGATION AND CLOSURE REPORT

CWCOG's Annual Listing of Obligated and Closed Projects for 2015

Introduction

The 2015 Obligation and Closure Report for the Cowlitz-Wahkiakum Council of Governments (CWCOG) details the projects that obligated federal transportation funds in the Metropolitan Planning Organization (MPO) area in 2015.

The purpose of this report is to demonstrate continued coordination between the agencies responsible for implementing projects programmed in the Regional Transportation Improvement Program (RTIP). Those agencies include CWCOG, RiverCities Transit, Cowlitz County, City of Longview, City of Kelso, and the Washington State Department of Transportation - Southwest Region (WSDOT - SW Region). In addition, the report serves as an evaluation tool for projects programmed in the RTIP's preceding program year. By compiling a list of projects that obligated funds in 2015 and projects that closed, CWCOG is better equipped to monitor the region's overall success at constructing and completing projects.

Cowlitz-Wahkiakum Council of Governments

CWCOG is a regional planning body comprised of local governmental jurisdictions and agencies within Cowlitz and Wahkiakum counties. Non-voting and ex-officio members from both the public and private sectors also actively participate in activities of the agency. The CWCOG is the Longview-Kelso-Rainier, Oregon MPO and the lead planning agency for the Southwest Washington Regional Transportation Planning Organization (RTPO). The MPO is federally mandated and authorized to fulfill federal planning requirements for the Longview-Kelso-Rainier, Oregon urbanized area. The RTPO is voluntary, locally developed, and fulfills state planning requirements for the five-county region.

The planning area overseen by the Longview-Kelso-Rainier MPO is illustrated in Figure 1.

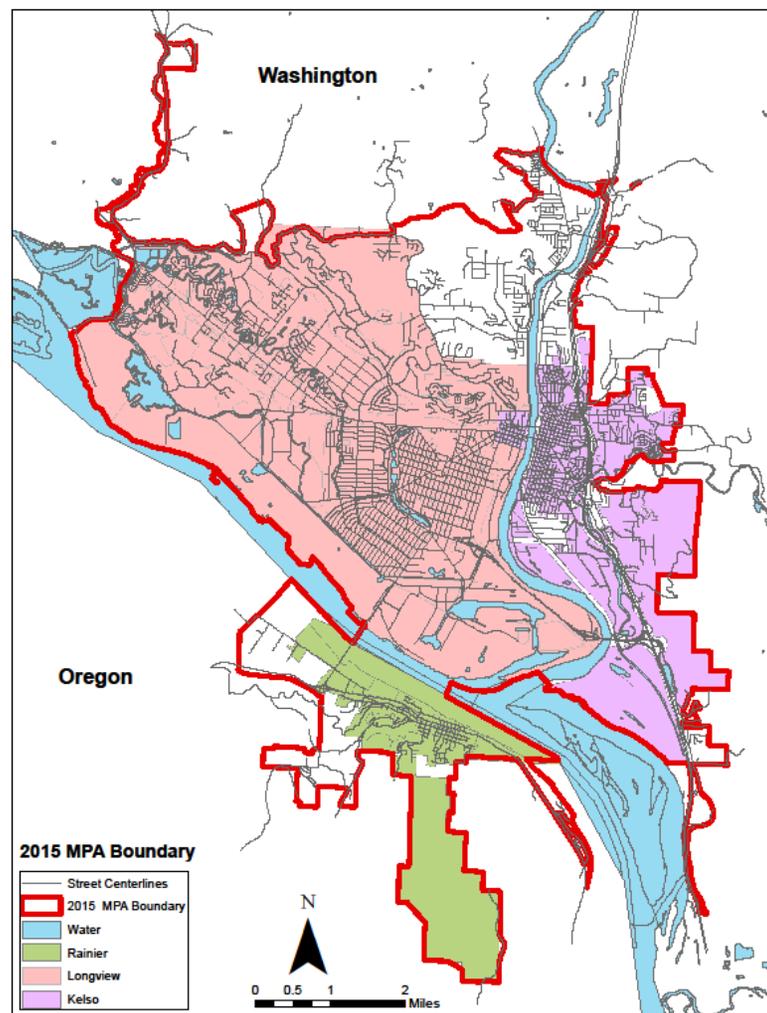


Figure 1. Longview-Kelso-Rainier Metropolitan Planning Area

OBLIGATION AND CLOSURE REPORT

CWCOG's Annual Listing of Obligated and Closed Projects for 2015

As the Longview-Kelso-Rainier MPO, CWCOG is tasked with carrying out the rules and regulations set forth in federal transportation legislation and for transportation policy development, planning, and programming for the region.

Annual Listing of Obligated and Closed Projects

The Longview-Kelso-Rainier MPO is required under the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST) to publish an annual listing of projects that obligated federal funds within the MPO planning area during 2015. This listing of projects is in response to requirements set forth in Chapter 23 U.S.C. § 450.3332 which states, *"an annual listing of obligated projects, including investments in pedestrian walkways, and bicycle transportation facilities, for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program."*

The 2015-2018 Regional Transportation Improvement Program (RTIP) was approved by the CWCOG Board September 25, 2014. Once a project has been programmed into an approved RTIP, the project's sponsor(s) can begin obligation of the project by accessing funds to start preliminary engineering, right-of-way acquisition, or construction.

Obligation

In the context of this report, obligation is the 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. 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 between WSDOT Local Programs Division and the local agency is executed and the recipient agency requests that the funds be obligated. A project agreement defines specific project elements that are eligible for funding, i.e. 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 WSDOT. The reimbursement request must demonstrate that the recipient incurred the costs consistent with the project agreement and all federal rules.

The amount of the federal obligation usually does not equal the total estimated cost of the project (which includes total funding from federal, state, and local sources for all phases of the project).

Table 1 lists projects from the City of Longview, the urbanized portions of Cowlitz County, CWCOG, and WSDOT – SW Region. These projects were listed in the 2015-2018 RTIP. Projects within the RTIP that did not have funds obligated during 2015

OBLIGATION AND CLOSURE REPORT

CWCOG's Annual Listing of Obligated and Closed Projects for 2015

are not included in this report. To meet federal reporting requirements, the information provided on Table 1 includes the total amount that was programmed for the project in the 2015-2018 RTIP, the amount of funds that were obligated in 2015, and the amount of federal funds remaining on the project for future obligations.

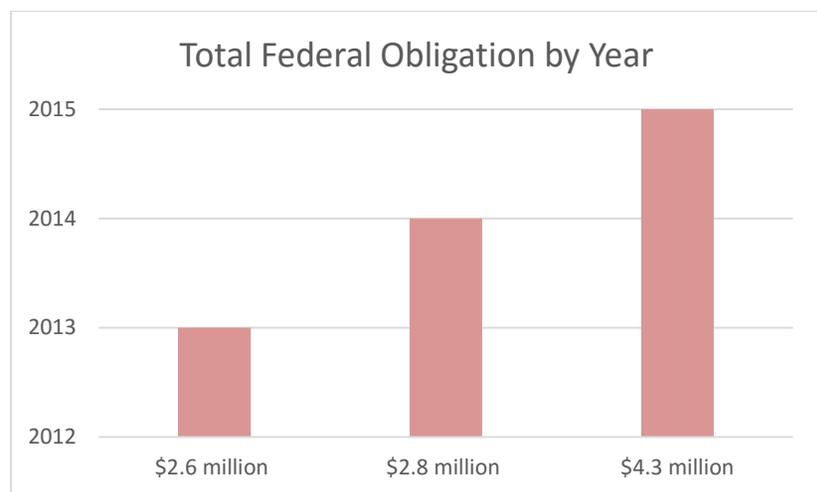


Figure 2. Total Federal Obligation by Year

In 2015, \$4.3 million in federal funds were obligated for projects in the Longview-Kelso-Rainier MPO area. For comparison, the total obligation in 2014 was \$2.8 million and in 2013 was \$2.6 million. The significant increase in obligations in 2015 is largely the result of recent efforts at the federal, state, and regional level to improve upon project delivery.

De-obligation

An agency may request that funds be de-obligated from a project if the agency has decided not to proceed with that

project, if the agency has completed the project without using all the obligated funds, or if funds are moved between phases within a single project. Funds may also be de-obligated if a project that has previously obligated moves from one funding source to another. There were no de-obligations in the Longview-Kelso-Rainier MPO during 2015.

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. In 2015, three projects closed in the Longview-Kelso-Rainier MPO (Table 2). The total amount of federal funds expended prior to close out for this project was \$830,000.

Federal and State Funding Categories

The following list of funding types is listed as acronyms in Table 1 – 2015 Obligated Projects and Table 2 – 2015 Closed Projects.

HSIP	Highway Safety Improvement Program
HSRP	High Speed Rail Program
NHPP	National Highway Performance Program
STP (D)	Surface Transportation Program - Demonstration
STP - Flexible	Surface Transportation Program - Flexible
STP (R)	Surface Transportation Program - Rural
STP (US)	Surface Transportation Program - Urban Small Areas
TAP	Transportation Alternatives Program

More information regarding FHWA funding sources can be found at: www.fhwa.dot.gov/federalaid/projects.cfm

OBLIGATION AND CLOSURE REPORT

CWCOG's Annual Listing of Obligated and Closed Projects for 2015

Acronyms

CN	Construction	PE	Preliminary Engineering
COG	Council of Governments	RTPO	Regional Transportation Planning Organization
FHWA	Federal Highway Administration	RW	Right of Way
FTA	Federal Transit Administration	RTIP	Regional Transportation Improvement Program
MPO	Metropolitan Planning Organization	WSDOT	Washington State Department of Transportation

TABLE 1. 2015 OBLIGATED PROJECTS

Agency	Fund Type	Project Name	STIP ID	Phase	Federal \$ Programmed in RTIP	Federal \$ Obligated in 2015	Approved
Longview	HSIP	15 th Ave Corridor Safety Project	WA-04195	CN	\$850,000	\$850,000	9/22/15
Longview	HSIP	Citywide Safety Improvements	WA-04196	CN	\$255,000	\$255,000	9/3/15
Longview	STP(US)	Downtown Corridor Improvements Phase 2	WA-06834	CN	\$600,000	\$600,000	4/30/15
Longview	STP(US)	Washington Way Bridge Replacement	WA-04262	CN	\$120,000	\$120,000	1/23/15
Cowlitz County	STP(US)	SR 432/SR 433 Grade Separated Intersection	WA-07321	PE	\$1,458,719	\$1,076,574	1/21/15
Cowlitz County	STP(US)	SR 432/SR 433 Grade Separated Intersection	WA-07321	PE	\$382,145	\$382,145	9/22/15
WSDOT - SW	NHPP	SR 432/Kelso - Longview Area	4000171	PE	\$100,608	\$100,608	6/25/15
WSDOT - SW	NHPP	SR 432/SR 4 to Industrial Way Vic	443216P08	PE	\$109,824	\$109,824	9/11/15
WSDOT - SW	NHPP	SR 432/Cowlitz River Bridge	443214B08	PE	\$211,075	\$211,075	9/11/15
WSDOT - SW	STP - Flexible	SR 411/First Ave SW to I-5	441116P08	PE	\$116,371	\$116,371	9/11/15
CWCOG	STP(D)	I-5/SR 432 Modernization Phase 2	CWCOG 2	PE	\$645,189	\$500,000	3/18/15
CWCOG	STP(D)	I-5/SR 432 Modernization Phase 2	CWCOG 2	PE	\$145,189	\$14,200	6/4/15
TOTAL						\$4,335,797	

OBLIGATION AND CLOSURE REPORT

CWCOG's Annual Listing of Obligated and Closed Projects for 2015

TABLE 2. 2015 CLOSED PROJECTS							
Agency	Fund Type	Project Name	STIP ID	Phase	Federal \$ Programmed in RTIP	Federal \$ Obligated in 2015	Closed
Longview	HSIP	14 th Ave & Broadway I/S Improvements	LONG 6	PE	\$30,000	\$30,000	6/15/2015
Longview	HSIP	14 th Ave & Broadway I/S Improvements	LONG 6	CN	\$170,000	\$170,000	6/15/2015
Longview	TAP	Downtown Corridor Improvements	WA-04259	CN	\$630,000	\$630,000	6/29/2015
TOTAL						\$830,000	