

UNIFIED PLANNING WORK PROGRAM

STATE FISCAL YEAR 2019
JULY 1, 2018 TO JUNE 30, 2019



Cowlitz-Wahkiakum Council of Governments

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The Cowlitz-Wahkiakum Council of Government's Unified Planning Work Program is jointly funded by the Washington State Department of Transportation, Oregon Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the local jurisdictions and agencies located within both the Metropolitan Planning Organization and Southwest Washington Regional Transportation Planning Organization.

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Cowlitz-Wahkiakum Council of Governments

A Resolution Adopting the)
Fiscal Year 2019 Unified) Resolution 18-10
Planning Work Program)

WHEREAS, the Cowlitz-Wahkiakum Council of Governments, as the Longview-Kelso-Rainier Metropolitan Planning Organization (MPO) and lead agency for the Southwest Washington Regional Transportation Planning Organization (RTPO), is responsible for developing an annual Unified Planning Work Program (UPWP); and

WHEREAS, CWCOG staff have prepared and recommends approval of the Fiscal Year 2019 Unified Planning Work Program (UPWP) for the Longview-Kelso-Rainier Metropolitan Planning Organization (MPO) and the Southwest Washington Regional Transportation Planning Organization (RTPO); and


WHEREAS, federal, state, and local funds in the amount of \$1,083,350 have been allocated to the CWCOG for completing the work tasks in the UPWP but are dependent upon action by the federal government and the Washington and Oregon legislatures; and

WHEREAS, the work program includes the tasks to be carried out in and for the Longview-Kelso-Rainier MPO and Southwest Washington RTPO areas; and

WHEREAS, a legal notice was published in *The Daily News* newspaper of Longview, Washington and a 15-day public comment period occurred prior to any requested board action in accordance with the adopted 2017 Cowlitz-Wahkiakum Council of Governments Public Participation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the Cowlitz-Wahkiakum Council of Governments hereby adopts the Fiscal Year 2019 Unified Planning Work Program with a total budget of \$1,083,350.

PASSED AND APPROVED this 24th day of May, 2018.



William A. Fashing, Executive Director



Troy Stariha, Chairperson

Introduction

Background and UPWP Purpose

The Unified Planning Work Program (UPWP) outlines the transportation studies and tasks of the Longview-Kelso-Rainier Metropolitan Planning Organization (MPO) and the five-county Southwest Washington Regional Transportation Planning Organization (RTPO) for the upcoming state fiscal year (July 1, 2018 to June 30, 2019). Staff of the Cowlitz-Wahkiakum Council of Governments (CWCOG), in conjunction with planning partners at Grays Harbor Council of Governments (GHCOG) and Lewis County Public Works (LCPW), performs work tasks unless indicated. The UPWP outlines transportation planning work tasks for the next fiscal year by providing the following details for each: 1) Who will perform the work, 2) The schedule for completing it, 3) Deliverables, and 4) A proposed funding estimate. Work tasks listed in the document are based on the priorities set by the region through the Regional Transportation Plan (RTP), by guidelines established under federal transportation regulations [23 USC 134](#), and Washington State requirements in [RCW 47.80](#) and [WAC 468-86](#).

The Cowlitz-Wahkiakum Council of Governments (CWCOG) is the agency responsible for compiling the UPWP. CWCOG is a bi-state MPO, comprised of the urbanized area of Longview and Kelso, Washington and (crossing over the Columbia River) Rainier, Oregon. The urbanized area, originally designated as an MPO in 1982 by federal and state governments, covers an area of over 65,796 people (see Figure 1). The MPO activities are guided by the CWCOG Board of Directors, comprised of member agencies. The Cowlitz Area Technical Advisory Committee (TAC) accomplishes much of the technical groundwork prior to CWCOG Board consideration.

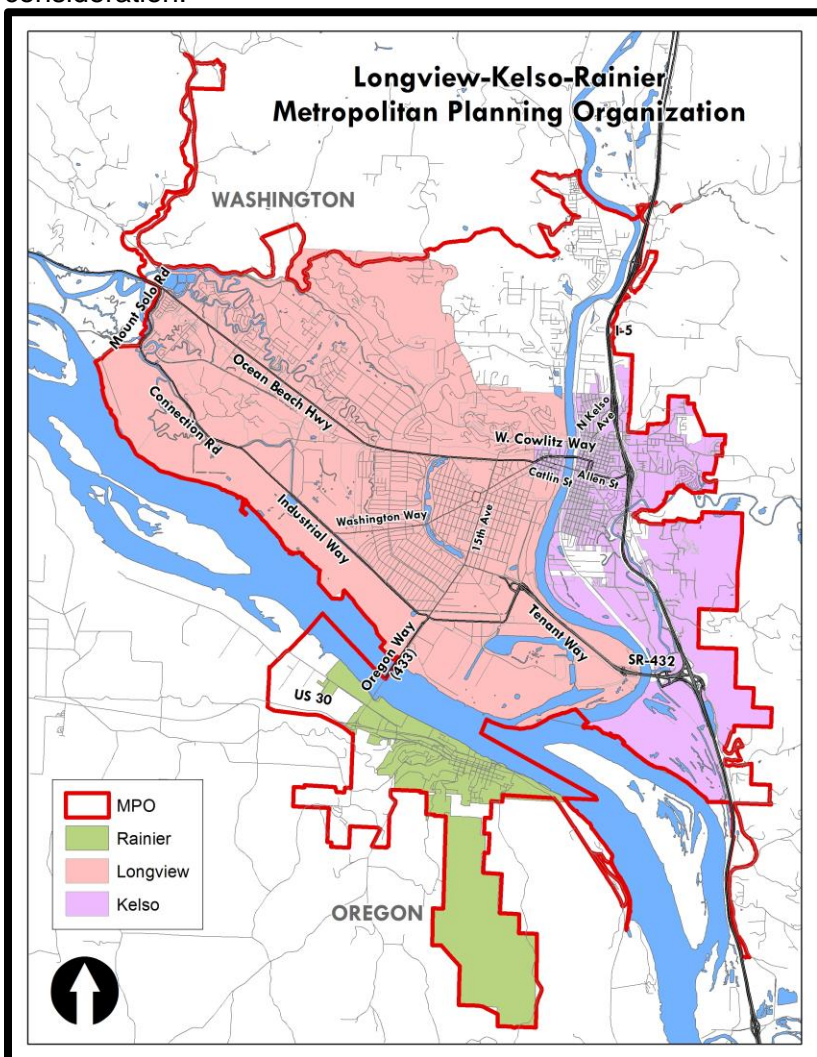


Figure 1: Longview-Kelso-Rainier Metropolitan Planning Organization Planning Area

The CWCOG is also the lead agency for the five-county Southwest Washington RTPO (see Figure 2). The five counties include Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum. One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act ([RCW 47.80.23](#)), as further defined under [Washington Administrative Code \(WAC\) Section 468-86](#), are met. Lewis and Pacific Counties are required to fully plan under the Growth Management Act.

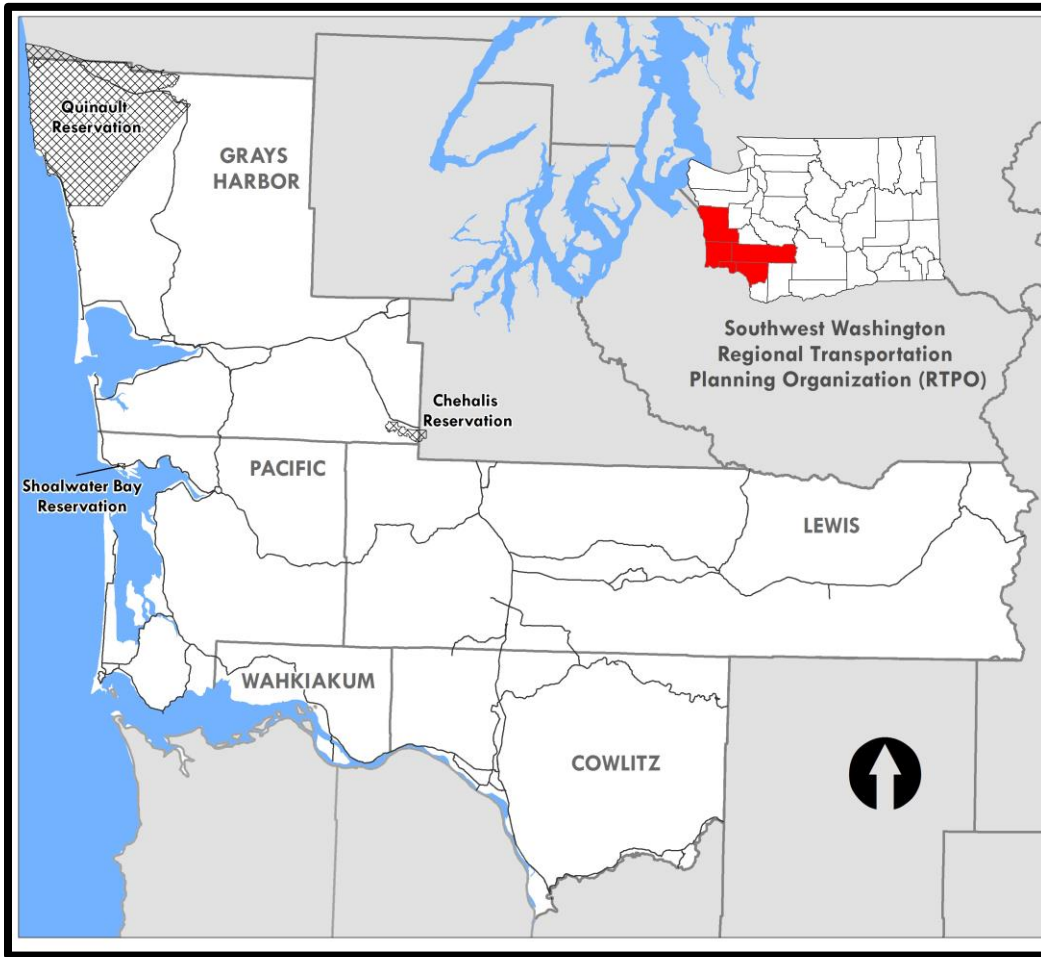


Figure 2: Southwest Washington Regional Transportation Planning Organization Planning Area

The RTPO performs tasks similar to the MPO. CWCOG staff provides technical assistance and works closely with the communities, ports, transit agencies, and tribes in the five counties. Agencies within our RTPO are listed in the Appendix.

The planning and programming efforts of the MPO and RTPO are interconnected in planning tasks fulfilling federal and state transportation planning requirements. Metropolitan transportation planning requirements must be fulfilled in order for transportation projects to be eligible for federal funding. The UPWP is the tool used to direct these continuous, cooperative, and comprehensive planning efforts. The UPWP provides the CWCOG with guidance in performing transportation-related tasks necessary to meet MPO and RTPO planning requirements.

CWCOG's MPO and RTPO Structure

As the Longview-Kelso-Rainier MPO and the lead agency for the RTPO, the CWCOG administers and staffs the MPO and RTPO transportation program. CWCOG transportation planners are responsible for carrying out most of the regional transportation planning activities. The CWCOG has contract agreements with the GHCOG and LCPW to provide planning assistance in the RTPO region. Each receives a portion of RTPO planning funds to assist the CWCOG in the development of the RTP, provide local coordination with partners,

assist communities with the development of the Regional Transportation Improvement Program (RTIP), and serve as local RTPO representatives on major regional transportation projects.

CWCOG’s transportation planning staff receives policy direction from the RTPO and the CWCOG boards. The RTPO board provides policy direction for the five-county region. The CWCOG board is the MPO policy board. In addition, staff receives input and direction from the technical advisory committees and policy boards in each of the counties. Table 1 lists organizations helping to guide transportation planning activities for the MPO and/or RTPO areas.

<i>County</i>	<i>Policy Board</i>	<i>Technical Advisory Committee</i>
Cowlitz	CWCOG Board (MPO Board)	Cowlitz Area TAC (MPO & RTPO)
Grays Harbor	GHCOG Board	Grays Harbor TAC
Lewis	Lewis County Transportation Strategy Council	Lewis County TAC
Pacific	Pacific Council of Governments (PCOG)	PCOG TAC
Wahkiakum	Wahkiakum County Board of Commissioners	Wahkiakum TAC

Table 1. Policy Boards and Technical Advisory Committees

Federal, State, and Regional Planning Priorities

Federal Planning Priorities

As stated in the Code of Federal Regulations ([23 CFR 450.306](#)), the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and shall provide for consideration and implementation of projects, strategies, and services that will address the following federal metropolitan planning factors aimed at programs that:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, promote consistency between transportation improvements, and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Washington State Planning Priorities

There are six transportation system policy goals established by the Washington State Legislature in [RCW 47.04.280](#), which should be supported by public investments in transportation. These policy goals are as follows.

1. **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
2. **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
3. **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
4. **Mobility:** To improve the predictable movement of goods and people throughout Washington State, including congestion relief and improved freight mobility.

5. Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
6. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Oregon State Planning Priorities

In Oregon, planning priorities for transportation originate from Statewide Planning Goal 12 as outlined in [Oregon Administrative Rules \(OAR\) 660-012](#). Goal 12 is referred to as the Transportation Planning Rule that is meant to ensure coordination between transportation and land use planning. The Transportation Planning Rule helps coordinate transportation planning with land use planning to:

1. Promote the development of transportation systems adequate to serve statewide, regional and local transportation needs and the mobility needs of the transportation disadvantaged;
2. Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation;
3. Provide for safe and convenient vehicular, transit, pedestrian, and bicycle access and circulation;
4. Facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation;
5. Protect existing and planned transportation facilities, corridors and sites for their identified functions;
6. Provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans;
7. Identify how transportation facilities are provided on rural lands consistent with the goals;
8. Ensure coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans; and
9. Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities.

MPO and RTPO Regional Transportation Planning Priorities

The Longview-Kelso-Rainier MPO and the Southwest Washington RTPO planning priorities encompass the federal, Washington, and Oregon direction as outlined above. Our regional policies and strategies, established in the RTP, help ensure future transportation investments in our region meet the federal and applicable state planning priorities.

Goal 1: Promote and support a transportation system that strengthens the region's economic competitiveness.

Goal 2: Preserve and enhance the region's existing transportation infrastructure and facilities.

Goal 3: Develop an integrated non-motorized transportation system.

Goal 4: Maintain, modernize, and enhance a sustainable and comprehensive public transportation system.

Goal 5: Maintain and enhance a regional transportation system that is safe and accessible for multiple travel modes.

2019 Emphasis Areas

Most of the geographic area served by the MPO and RTPO transportation programs are within the State of Washington. As such, the primary agency providing UPWP development guidance is the Washington State Department of Transportation (WSDOT). ODOT provides the CWCOG with UPWP protocols and a review checklist for informational purposes. The guidance provided by WSDOT includes federal guidelines from FHWA and FTA that also apply within Oregon.

Federal Emphasis Areas

The joint guidance from WSDOT, FHWA, and FTA on priority work program emphasis areas dated December 2017 includes three (3) federal emphasis areas for FY 2019 as follows.

1. MAP-21 and FAST Act Implementation

As the analysis of the FAST Act evolves, WSDOT will continue to work with the MPOs to provide information as final rules are released as part of the MAP-21 performance measure target setting process.

CWCOG will work with WSDOT and ODOT toward setting targets in response to the various federally required performance measures.

2. Models of Regional Planning Cooperation

Promoting cooperation and coordination across MPO and state boundaries, where appropriate, ensures a regional approach to transportation planning. This includes the coordination of transportation plans and programs, corridor studies, and projects across these boundaries. This also includes collaboration among state DOTs, MPOs, and operators of public transportation for data collection, data storage and analysis, analytical tools, and performance-based planning, for example.

CWCOG, as the bi-state Longview-Kelso-Rainier MPO, will continue work to strengthen regional planning collaboration among local jurisdictions, WSDOT, ODOT, and state land use planning/growth management agencies.

3. Ladders of Opportunity

The transportation planning process, in part, needs to identify transportation connectivity gaps in access to essential services including: housing, employment, health care, schools/education, and recreation. This emphasis area includes MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services. The information is used to identify gaps that preclude access to essential services by the public, including traditionally underserved populations. It is then used to develop solutions to address those gaps.

CWCOG is focused on this emphasis area through ongoing regional coordination meetings on an array of topics in order to enhance connectivity to essential services and engage disadvantaged populations.

Washington State and Federal Emphasis Areas

1. Tribal Consultation

MPOs and RTPOs are encouraged to coordinate and invite tribal governments to participate in the development of their regional transportation plans and programs. WSDOT encourages RTPOs to utilize technology, such as webinars, conference calls, and video conferencing, to engage tribal governments in policy board and TAC meetings.

CWCOG provides agenda packets for RTPO Board meetings to tribal governments in the region and invites them to attend and participate. Outreach to the RTPO Board on regional transportation planning work such as surveys is available to tribes. Tribal governments are also invited to participate in regional coordination meetings such as our public transportation stakeholder group.

2. Annual Performance and Expenditures Reports

Along with the federal requirement for MPOs to complete annual reports, WSDOT requires RTPOs to complete annual reports as well, by the end of September.

CWCOG completes the annual performance and expenditure report and submits to WSDOT in order to be forwarded to FHWA and FTA. ODOT will be copied on submittals of the annual report to WSDOT.

3. Interlocal Agreements

An Interlocal Agreement is a legal document establishing MPOs and RTPOs and, in Washington State, are governed by RCW 39.34 and WAC 173-95A-020. Interlocal agreements should be created or updated when:

- No interlocal agreement exists;
- An interlocal agreement cannot be located;
- There is an organizational structure change within an MPO or its member organizations; and/or
- An MPO boundary changes.

CWCOG will be continuing to work on updating RTPO governance documents including interlocal agreements.

4. Statewide Planning Efforts

MPOs and RTPOs are encouraged to participate in statewide planning efforts with respect to the various state modal plans and the statewide long-range transportation plan (WTP).

CWCOG continues to stay informed about updates to Washington State modal plans and the WTP, and participates in them when needed. As funding allows, CWCOG tries to follow statewide planning efforts in Oregon. CWCOG staff will also engage in the Statewide/Regional Planning Alignment Work Group in Washington.

5. Corridor Sketches

WSDOT uses a corridor sketch process to work jointly with partners to capture and document consistent baseline information about a highway corridor that informs future investment decisions. Each corridor sketch contains data that describes the characteristics of each highway corridor, common understanding of its current and future functions, performance targets and gaps, and cost-effective strategies for future consideration. MPO and RTPO involvement in this process includes:

- Participation in meetings, workshops, and advisory groups;
- Reviewing and providing input on data and documents related to corridor planning;
- Providing data and modeling results related to corridor planning;
- Performing transportation modeling and analysis as needed to support corridor planning; and
- Using results of corridor planning in the RTP and other planning documents.

CWCOG continues to follow development of corridor sketches and has used the information when needed in the current process of updating our RTP, which will include a section on the corridor sketch process and how it feeds the overall Practical Solutions program.

6. Performance Measures

WSDOT continues to provide timelines and schedules to MPOs regarding release dates of final rules on performance measures. WSDOT will also continue to consult with FHWA and FTA, as well as collaborate with the MPOs as the State works toward setting targets in response to the various federally required performance measures.

CWCOG is engaged in the MAP-21 statewide target setting process for various performance measures and is working on setting performance measure targets for our MPO as required. CWCOG set performance targets for the safety performance measures in December 2017. The CWCOG will work with River Cities Transit and Columbia County Rider on the Transit Asset Management (TAM) performance measures.

UPWP Amendment Process

Amendments to the UPWP are required when there is a change to the work program, an addition to the work program, or a budget revision resulting from changes in the work program. If CWCOG determines there is a need to reprioritize work, address changes in funding, or address new issues, they will consult with the WSDOT Tribal and Regional Coordination Office (TRCO) and if necessary, ODOT. Amendments will be given to the CWCOG Board one week prior to a board meeting. All amendments requiring a program change must be approved by the CWCOG (MPO Policy) Board and processed through WSDOT's TRCO. ODOT is copied on submittals to WSDOT's TRCO. Any required approvals by FHWA and FTA are coordinated by WSDOT's TRCO.

Key Accomplishments from the 2018 UPWP

Element 1: Transportation Program Administration

- Completed and submitted monthly reports to WSDOT.
- Monthly or bi-monthly coordination calls between CWCOG and planning partners (GHCOG, LCPW) were held.
- MPO 314 Agreement was reviewed by the Washington State Office of the Attorney General and WSDOT; the approved document has been fully executed.
- Completed MPO self-certification.
- Adopted Title VI and Annual Report.
- Adopted two (2) amendments to the 2018 UPWP as a result of changes in work plans for the MPO. These amendments collectively reduced the budget for the Complete Streets Report and added Elements 2.8 Origin and Destination Study and 2.9 ITS Architecture.
- Adopted 2019 Unified Planning Work Program (UPWP).
- Compiled and submitted the 2017 UPWP Annual Report.
- Authored articles for local and regional newsletters.
- Participated in local, regional, statewide, and national conferences.
- Participated in Title VI, performance-based planning, and freight trainings, as well as a variety of webinars.

Element 2: Multi-Modal Transportation Planning

- Held, facilitated, and/or attended regular Cowlitz Area Technical Advisory Committee (TAC), CWCOG board (MPO board), RTPO Board, Pacific Council of Governments (PCOG) TAC and policy board, Wahkiakum TAC, Lewis County TAC and Transportation Strategy Council (policy board), Grays Harbor Council of Government (GHCOG) policy board, Cowlitz Transit Authority [aka RiverCities Transit] board, public transportation stakeholders group, and statewide MPO/RTPO/WSDOT Coordination Committee meetings.
- Provided information and/or met with various regional, statewide, or federal agencies (i.e. FMSIB, TIB) and state or federal elected officials.
- Participated in metropolitan, regional, and state planning efforts. Examples of some statewide planning efforts involved in include the following:
 - Corridor Sketch process;
 - Practical Solutions roundtables;
 - MAP-21 target setting;
 - Review of WSDOT's 2017 Freight Systems Plan and Washington Transportation Plan, Phase 2; and
 - Northwest Oregon Area Commission of Transportation.
- Coordinated with local bicycle, pedestrian, public transportation, and freight transportation stakeholders in the development of a variety of projects at the MPO and RTPO level. Examples of projects includes the Industrial Way/Oregon Way (SR 432/433), Six Rivers Bike Trail (in Cowlitz County), East Aberdeen Mobility, and the North Lewis County Industrial Access projects.
- Reviewed grant applications upon request and provided letters of support to local agencies for projects consistent with RTP.
- Provided input on development via SEPA processes.
- Assisted City of Longview with update to the Transportation Element of their Comprehensive Plan.
- Participated in several state planning processes including funding formula review and long-range strategy development.
- Consultation and technical support was provided to various local agencies on issues related to the RTIP/STIP and STP/TA obligations.
- Electric Vehicle Infrastructure Pilot Program (EVIPP) applications were reviewed by WSDOT. The application planning partner at GHCOG helped the City of Elma and Pacific County Economic Development Council on was not awarded funding, but ranked 4th out of 11 applications received (top 3 applications were awarded funds).

- Held quarterly outreach meetings with public transportation stakeholders across region to implement and further the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) and incorporate key planning priorities and strategies from the CHSTP into the RTP.
- Conducted public and stakeholders outreach as part of updates to the RTP and CPT-HSTP. Three surveys have been completed: Public Transportation Providers Survey (for RTP and CPT-HSTP), Transportation Users Survey (for RTP), and a Public Transportation Services User Survey (for CPT-HSTP).
- Planning process is well underway for an updated RTP and CPT-HSTP with adoption of both plans on-track for Fall 2018.

Element 3: Data Collection, Analysis, & Forecasting

- Produced GIS maps to graphically display data and support transportation and land use planning and plans.
- Developed existing conditions analysis for the RTP.
- Provided assistance to local agencies with data requests for local plans and projects.
- MPO Travel Demand Model Update finished and contract executed for ongoing maintenance.

Element 4: Project Programming and Prioritization

- Adopted 2018-2021 RTIP.
- Managed the 2017-2020 (July-October 2017) and 2018-2021 (January-June 2018) RTIPs through formal amendments and administrative modifications.
- Published Obligation and Closure Report.
- Managed the Surface Transportation Block Grant Program (STP) for Cowlitz County and Rainier, Oregon area, as well as, the Transportation Alternatives (TA) program for the five-counties in the RTPO.
- Developed an annual reporting process for projects with approved STP or TA funding to help better track progress towards meeting obligation authority targets.
- Completed an STP call for projects for the Rainier, Oregon area.

2019 Work Elements and Tasks

Element 1: Transportation Program Administration

Program administration is a core function with the purpose of providing the administrative support required to manage and coordinate the overall MPO and RTPO transportation planning programs which includes state and federal planning requirements.

1.1 MPO/RTPO Program Management and Support

General management of the MPO and RTPO programs, CWCOG office, transportation program staff, and contracted services.

Responsibilities/Timelines

1. CWCOG staff manages and delivers the MPO program. *Ongoing*
2. The RTPO program is managed and delivered by CWCOG staff in Cowlitz, Pacific, and Wahkiakum counties. Planning partners (GHCOG and LCPW) deliver the program in their counties. *Ongoing*

Deliverables

1. 2018-2019 budgets for the MPO and RTPO.
2. Contracts and work agreements for services, projects, and funding for transportation programs with state and local agencies for MPO and RTPO tasks.
3. Transportation page on CWCOG website maintenance.
4. Transportation articles in CWCOG and Chamber of Commerce newsletters.
5. Computer hardware and software for transportation program.
6. Monthly billing and accounting summaries.

Estimated Budget:

CWCOG	
MPO & RTPO Funds	\$117,000
GHCOG	
RTPO Funds	\$4,000
LCPW	
RTPO Funds	\$4,000
Total	\$125,000

1.2 Coordination and Consultation with Regional, Statewide, Federal, and Indian Nation Partners

This task includes activities conducted by CWCOG staff and planning partners (GHCOG and LCPW) to engage with regional, state, federal, and Indian Nation partners in the development and implementation of the transportation program for the MPO and RTPO.

This task does not include lobbying. However, if any lobbying activities were to occur outside of those eligible activities conducted as a part of regular activities as described in Title 23, Title 49, and in RCW 42.17A.635, then CWCOG would file a certification and disclosure form as required by federal and state law. Ongoing work includes communication with legislators and other decision-makers in the RTPO five-county area to provide education on the four emphasis areas outlined in the RTP.

Responsibilities/Timelines

1. CWCOG staff with assistance from planning partners (GHCOG and LCPW) participate in statewide and regional transportation planning coordination efforts between CWCOG, cities and counties, and state and federal agencies. *Ongoing*
2. CWCOG staff attends quarterly statewide MPO/RTPO/WSDOT Coordinating Committee meetings and collaborates with WSDOT and ODOT in the development of performance measures and targets.

Ongoing

3. CWCOG staff coordinates with WSDOT and ODOT in the transition to Performance-based Planning and Programming and the implementation of the FAST Act to ensure a regional approach to transportation planning. *Ongoing*
4. CWCOG staff attends public hearings and local council meetings in Cowlitz, Wahkiakum, and Pacific counties. Planning partners (GHCOG and LCPW) attend hearings and meetings in their counties. *Ongoing*
5. CWCOG staff, with the assistance of planning partners (GHCOG and LCPW), reaches out and engages with tribal planning partners in MPO and RTPO planning tasks (i.e. RTP, RTIP, CPT-HSTP, etc.). *Ongoing*
6. CWCOG staff, with the assistance of planning partners (GHCOG and LCPW), participates as appropriate in tribal planning and implementation processes, seeks participation by and input from tribes for special planning projects, works with tribal partners on projects and studies as requested, assists with rural and special needs transportation efforts for elders and youth, attends tribal transportation meetings, shares grant opportunities, learns about individual tribal planning and transportation processes, and seeks feedback on how we can better serve our tribal transportation partners. *Ongoing*

Deliverables

1. Materials and presentations to provide MPO and RTPO perspective in local and statewide efforts.
2. Meeting attendance and participation.
3. Outreach to Indian Nations regarding planning tasks and projects.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$33,000
GHCOG	
RTPO Funds	\$1,000
LCPW	
RTPO Funds	\$1,000
Total	\$35,000

1.3 Governance

The governance element is about periodically reviewing and updating foundational documents: Interlocal Agreements and Bylaws for MPO and RTPO.

Responsibilities/Timelines

CWCOG staff will work with legal counsel to review and, if necessary, develop new interlocal agreements for RTPO members following up on work in the 2018 UPWP that developed revised/updated bylaws. Task is to be completed by *June 2019*

Deliverables

1. New Interlocal agreements.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$8,000
GHCOG	
RTPO Funds	\$1,000
LCPW	

RTPO Funds	\$1,000
Total	\$10,000

1.4 Title VI Plan and Annual Report

The plan covers ways CWCOG staff will ensure that no person will be excluded because of race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964.

Responsibilities/Timelines

1. CWCOG Title VI coordinator will monitor and review CWCOG Title VI Plan’s responsibilities and submit an annual report. *May 2019*
2. CWCOG staff will work to comply with the Title VI Plan in activities related to the tasks outlined in this work program. *Ongoing*

Deliverables

1. Title VI Annual Report to be submitted to WSDOT’s Office of Equal Opportunity (OEO).
2. Develop staff training resources for Title VI in collaboration with WSDOT’s OEO.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$5,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$5,000

1.5 WSDOT/MPO Self-Certification Process

The self-certification short form covers the following: MPO designation documents, agreements, and adoption process for UPWP, RTIP, RTP, Public Participation Plan (PPP), and Title VI Plan. The fully executed self-certification document is included with the RTIP.

Responsibilities/Timelines

1. CWCOG staff to prepare the self-certification short form for the MPO planning area. *October 2018*

Deliverables

1. Self-certification short form inclusion in 2019-2022 RTIP.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$2,500
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$2,500

1.6 Unified Planning Work Program and Annual Performance and Expenditure Report

The Unified Planning Work Program (UPWP) is developed in coordination with WSDOT, ODOT, Cowlitz Transit Authority, and planning partners (GHCOG and LCPW). The UPWP details planned work elements to be completed in a fiscal year between July 1 and June 30. An Annual Report is created to summarize

the progress made on UPWP elements, programs, and planning activities, and is due in September following the close of the grant period.

Responsibilities/Timelines

1. CWCOG staff, member agencies, planning partners (GHCOG and LCPW), Cowlitz Transit Authority, WSDOT, ODOT, FHWA, and FTA to identify major work elements proposed for the next fiscal year, who will perform the work, deliverables, and outline proposed funding sources to be used to complete the work. *Winter/Spring 2019*

Deliverables

1. The 2020 UPWP document to be delivered to WSDOT, ODOT, FHWA, and FTA following adoption by the CWCOG Board in May 2019.
2. Public notices to be published in regional news outlets and on the CWCOG website in preparation to consider the adoption of the UPWP.
3. The 2018 UPWP Annual Report will be submitted in September 2018.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$18,000
GHCOG	
RTPO Funds	\$1,000
LCPW	
RTPO Funds	\$1,000
Total	\$20,000

1.7 Professional Development and Training

This task includes participation in conferences, workshops, or webinars related to MPO and RTPO work elements available locally, regionally, and nationally.

Responsibilities/Timelines

1. CWCOG staff. *Ongoing*

Deliverables

1. Participate in Government-to-Government, travel demand model, STIP/SAW database, and Performance-based Planning and Programming trainings, as well as any other transportation-related trainings.
2. Participate in regional and national transportation-related conferences offered by organizations including, but not limited to, the Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC), National Association of Development Organizations (NADO), and American Planning Association (APA).

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$15,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$15,000

COST SUMMARY

Element 1 Transportation Program Administration

Task	Title	Total
1.1	MPO/RTPO Program Management and Support	\$125,000
1.2	Coordination and Consultation with Regional, Statewide, Federal, and Indian Nations Partners	\$35,000
1.3	Governance	\$10,000
1.4	Title VI Plan & Annual Report	\$5,000
1.5	WSDOT/MPO Self-Certification Process	\$2,500
1.6	Unified Planning Work Program and Annual Report	\$20,000
1.7	Professional Development and Training	\$15,000
	Unallocated	\$10,000
Total for Element 1		\$222,500

Element 2: Multi-Modal Transportation Planning

The purpose of the task within this element is to meet state and federal transportation planning requirements through a continuous, cooperative, and comprehensive planning process. This element addresses federal, state, and regional priorities. All six of Washington State's transportation planning priorities of economic vitality, preservation, safety, mobility, environment, and stewardship are included throughout the development of this element and through outcomes associated with this element.

2.1 Coordination with MPO/RTPO Jurisdictions, WSDOT, ODOT, FTA, and FHWA in State and Regional Planning Activities

Engage in active cooperation and coordination of transportation planning activities between CWCOG, planning partners (GHCOG and LCPW), local jurisdictions, and other agencies and organizations to ensure a regional approach to transportation planning.

Responsibilities/Timelines

1. CWCOG staff attends and/or facilitates MPO Board, RTPO Board, and TAC meetings in Cowlitz, Pacific, and Wahkiakum counties. LCPW and GHCOG attend and facilitate programs in their counties. *Ongoing*
2. CWCOG staff, with support from planning partners (GHCOG and LCPW), and WSDOT South Central, Olympic, and Southwest Regions coordinate with bicycle, pedestrian, public transportation, roadways, aviation, and freight transportation stakeholders and organizations. *Ongoing*
3. CWCOG staff and planning partners (GHCOG and LCPW) participate in the following WSDOT planning activities as appropriate during the year:
 - The Washington Transportation Plan 2040 and Beyond, Policy Plan
 - Highway System Plan
 - Fast Act and MAP-21 Performance Measure Target Setting
 - Transportation Efficiency (E.O. 14-04)
 - Aviation System Plan
 - Freight Systems Plan
 - Corridor Sketches
 - Statewide Travel Demand Model
 - Practical Solutions
 - GMA Enhanced Collaboration
 - Regional WSDOT Intelligent Transportation System Plans.

Deliverables

1. Materials for MPO Board, RTPO Board, and TAC meetings across the five-county region, including meeting agendas, minutes, and/or correspondence related to MPO and RTPO transportation tasks.
2. Coordinate with key stakeholders and organizations with deliverables varying, depending on topic or request.
3. Provide coordination and assistance to member jurisdictions to promote transportation efficiency while updating local comprehensive plans under State Executive Order 14-04, Transportation Efficiency.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$40,500
GHCOG	
RTPO Funds	\$2,500
LCPW	
RTPO Funds	\$2,000
Total	\$45,000

2.2 Planning Consultation, Services, and Technical Support

The purpose of this task is to provide support to MPO and RTPO member agencies in the development of transportation plans, programs, and other transportation planning efforts in order to integrate them with the RTP.

Responsibilities/Timelines

1. CWCOG staff participates in local, metropolitan, regional, and state planning efforts at the MPO and RTPO level (Cowlitz, Pacific, and Wahkiakum). *Ongoing*
2. CWCOG staff will engage with Cowlitz County and other partners in the planning process regarding the future use of the Columbia-Cowlitz Railway line in Longview. *Ongoing*
3. Planning partners (GHCOG and LCPW) assist CWCOG staff in coordination of efforts in their counties. *Ongoing*
4. CWCOG staff with support from planning partners (GHCOG and LCPW) continue to work closely with WSDOT South Central, Olympic, and Southwest Regions to coordinate projects and support local jurisdictions with project information. *Ongoing*

Deliverables

1. Review grant applications as requested and provide letters of support to agencies for projects consistent with the RTP.
2. Support Cowlitz Transit Authority in the implementation of its long-range strategic plan for sustainability and growth.
3. Input on developments via SEPA process.
4. Assist with data requests for local plans and projects.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$52,000
GHCOG	
RTPO Funds	\$6,000
LCPW	
RTPO Funds	\$2,500
Total	\$60,500

2.3 Review of County, City, and Town Comprehensive Plans and Countywide Planning Policies

Ensure that transportation facilities and services of statewide significance (RCW 47.04.140) are included in member jurisdictions' GMA plans, the RTP, and state modal plans, as applicable.

Responsibilities/Timelines

1. CWCOG staff reviews individual jurisdictions' draft comprehensive plans' transportation elements as appropriate. Planning partners (GHCOG and LCPW) assist with plans within their counties. *Ongoing*
2. CWCOG staff and planning partners provide technical assistance as jurisdictions begin a comprehensive plan update to ensure consistency with the RTP. *Ongoing*
3. CWCOG staff performs consistency reviews of Lewis and Pacific County jurisdictions' transportation elements of their GMA plans when such plans are due to be updated, including reviewing level of service (LOS) methodologies used by local jurisdictions. Lewis County assists with plans within their county. *Ongoing*
4. CWCOG staff and planning partner in GHCOG ensures that transportation facilities and services of statewide significance are included in their member jurisdictions' plans and the RTP.

- CWCOG staff and planning partner in Lewis County ensures that transportation facilities and services of statewide significance are included in their member jurisdictions' plans and the RTP.

Deliverables

- Review comprehensive plans and provide appropriate comments to appropriate agencies using a standard review checklist form.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$7,500
GHCOG	
RTPO Funds	\$1,000
LCPW	
RTPO Funds	\$1,000
Total	\$9,500

2.4 Public and Stakeholder Participation, Outreach, and Education

Utilize public outreach venues and identify opportunities for public outreach and involvement in transportation planning activities.

Responsibilities/Timelines

- CWCOG staff tracks and documents public comments into related transportation efforts in Cowlitz, Pacific, and Wahkiakum counties. Planning partners (GHCOG and LCPW) assist CWCOG in performing the same duties in their counties. *Ongoing*

Deliverables

- Public notices for new and updated plans/programs, meetings, and regional planning activities.
- Outreach efforts to the City of Rainier, Oregon, stakeholders, and ODOT to ensure regional cooperation and collaboration in all transportation processes.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$9,000
GHCOG	
RTPO Funds	\$1,000
LCPW	
RTPO Funds	\$500
Total	\$10,500

2.5 Regional Transportation Plan

The 2040 Regional Transportation Plan (RTP) for the Longview-Kelso-Rainier MPO and the Southwest Washington RTPO was adopted October 2015. The 2040 RTP was developed through a cooperative process of regional stakeholders, consisting of two state Departments of Transportation, 28 cities, five counties, five tribal governments, 12 ports, four transit authorities, and numerous stakeholders. This process was led by CWCOG staff with assistance from partners at GHCOG and LCPW for stakeholder outreach and plan development. As part of the 2040 RTP process, a total of four emphasis areas were identified to assist in the analysis of the regional transportation gaps and needs, and the development of next steps. The four emphasis areas are: active transportation, freight transportation, public transportation, and roadways.

During the first four months of 2018-2019, CWCOG staff will be working with planning partners (GHCOG and LCPW), WSDOT, ODOT, and modal stakeholders to finish an update of the RTP, using a model of regional collaboration. The efforts remaining in the RTP update process will include:

Responsibilities/Timelines

CWCOG staff, with support from planning partners (GHCOG and LCPW), TACs, MPO and RTPO Boards, member jurisdictions, WSDOT, ODOT, and the general public will:

1. Finalize the Public Review Draft of the updated RTP by developing the Introduction Chapter and making final edits to other chapters. *July 2018*
2. Complete a Public Comment period in accordance with our Public Participation Plan and a SEPA notice process in accordance with the RCW. *August 2018*
3. Present the draft, updated RTP to the CWCOG and RTPO Boards for adoption. *September/October 2018*
4. Make final edits to the document based on public and policy board feedback. *September/October 2018*
5. Submit the adopted plan to WSDOT and ODOT. *October 2018*
6. CWCOG to process Project Consistency Reviews in conjunction with RTIP amendments and monitor the plan for any needed plan amendments. *Ongoing starting in November 2018*

Deliverables

1. 2045 RTP

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$93,500
GHCOG	
RTPO Funds	\$3,500
LCPW	
RTPO Funds	\$3,000
Total	\$100,000

2.6 Coordinated Public Transit - Human Services Transportation Plan and Quarterly Stakeholders Meetings

A complete update of the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) is due in December 2018. During the first half of 2018-2019, CWCOG staff will work with public transportation agencies, tribal transit, non-profits providing public transportation, and stakeholders to update the plan. Work will support the adoption of the plan in the Fall of 2018. The stakeholder group will continue to meet quarterly to coordinate across the region, gather and discuss regional transit issues, and monitor the 2018 CPT-HSTP.

Responsibilities/Timelines

CWCOG staff, planning partners (GHCOG and LCPW), member agencies, public transit and transportation agencies, WSDOT, and FTA will:

1. Continue discussions with stakeholders and the public to facilitate the development of the CPT-HSTP and monitor implementation. *Ongoing*
2. Identify transportation connectivity gaps in access to essential services. *Summer 2018*
3. Conduct assessment of available services that identify current transportation providers (private, public, and nonprofits). *Summer 2018*
4. Develop strategies and/or projects to address gaps and improve effectiveness in service delivery. *Summer/Fall 2018*
5. Conduct a regional ranking process as part of WSDOT’s Consolidated Grant program and incorporate the rankings into the CPT-HSTP. *Fall 2018/Winter 2019*

6. Use the RTP’s planning process to improve the local economy by creating “*Ladders of Opportunity*” for disadvantaged persons; including access to housing, jobs, and services; and connectivity of transportation system. *Ongoing*
7. Facilitate quarterly public transportation meetings with public transportation agencies, non-profits, and stakeholders (including seniors, individuals with disabilities, representatives of public, private, nonprofit transportation, and human services providers). *Ongoing*
8. Continue engagement of stakeholders, the public, and Indian Nations through the creation of an Accessible Transportation Community Initiative group that will help with ongoing regional transportation planning to support future updates of the RTP and CPT-HSTP. *Ongoing*
9. Coordinate and participate in ongoing regional coordination and planning efforts with counties, cities, Indian Nations, WSDOT, stakeholders, and public. *Ongoing*

Deliverables

1. CPT-HSTP document

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$80,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$80,000

2.7 Performance Measures

MAP-21 established, and the FAST ACT continued, a requirement for metropolitan planning organizations to set performance targets for various performance measures. Performance targets have to be set annually and reports periodically filed showing progress in meeting the targets. The Longview-Kelso-Rainier MPO in December 2017 set targets for the safety performance measures by endorsing the statewide targets in Oregon and Washington. This task includes the work required to be done regarding performance measures called for under federal legislation. The task will also include occasional work to monitor progress in meeting MPO operational performance measures that will be included in the updated RTP scheduled to be adopted in October 2018.

Responsibilities/Timelines

1. CWCOG staff, in coordination with the Cowlitz Area TAC and CWCOG (MPO) board, will set performance targets for all required performance measures. *Ongoing*
2. CWCOG staff to develop reports to monitor progress in meeting performance targets. *As needed*

Deliverables

1. Resolutions adopting performance measure targets.
2. Periodic reports documenting progress in meeting performance targets.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$7,500
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$7,500

2.8 Pedestrian/Bicycle Traffic Count Program Feasibility Study

In the Longview-Kelso-Rainier urban area there is little to no pedestrian and bicycle traffic count data available. If there were several permanent pedestrian and bicycle counters located around the urban area it would help provide better, ongoing non-motorized traffic counts to enhance the information available to local agencies submitting applications in the future for funding opportunities such as Safe Routes to School and the Pedestrian/Bicycle Program. This task will explore the costs (one-time and ongoing), advantages, disadvantages, concerns, and issues with the CWCOG maintaining a permanent pedestrian/bicycle traffic count program for the metropolitan planning area. Efforts will consider safety of bike and pedestrian travel. Consideration will be given to bike and pedestrian counts along safe routes to schools and other marked routes in the MPA.

Responsibilities/Timelines

1. CWCOG staff to conduct a feasibility study on whether a permanent pedestrian and bicycle traffic count program should be established. *Winter/Spring 2019*
2. CWCOG staff will conduct outreach with the Cities of Kelso, Longview, and Rainier; Cowlitz County Building and Planning, Health and Human Services, and Public Works; River Cities Transit; Columbia County Rider, ODOT; and WSDOT during this process. *Winter/Spring 2019*

Deliverables

1. Determination of whether to include establishment of a permanent pedestrian and bicycle traffic count program in future UPWPs.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$15,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$15,000

2.9 Lewis & Clark Bridge Origin and Destination Study

Based on accelerated traffic congestion on the Oregon side of the Lewis & Clark Bridge, CWCOG and partners will complete an origin and destination study. The study will identify additional information useful to ongoing long-range regional transportation planning regarding traffic flow on and around the Lewis & Clark Bridge. The belief is that when the Industrial Way/Oregon Way (SR432/433) Interchange on the Washington side of the Columbia River is complete in several years the congestion bottleneck issues will be in Oregon at the US 30/Lewis & Clark Bridge Interchange. This study will be focused on building the overall understanding of traffic flow across the bridge that can enhance the Travel Demand Model. The study will be completed using cellular data.

Responsibilities/Timelines

1. A consultant will complete work on the Origin and Destination Study. *Summer 2018*
2. CWCOG staff will work with Transpo Group to incorporate the study results into the Travel Demand Model. *Summer/Fall 2018*
3. CWCOG staff, ODOT, WSDOT, City of Rainier, and other affected jurisdictions will review the final study and an updated model based on the study to identify possible strategies for improving traffic congestion at the US 30/Lewis & Clark Bridge Interchange. *Winter/Spring 2019*

Deliverables

1. Origin and Destination Study for the Lewis & Clark Bridge will be published on the CWCOG Transportation webpage.
2. Inclusion of study data into the Travel Demand Model.
3. Preliminary planning to identify possible short and long-range traffic congestion mitigation strategies.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$70,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$70,000

2.10 Intelligent Transportation System (ITS) Architecture

A regional Intelligent Transportation System (ITS) architecture is essential to effective inter-agency integration, deployment, and operation of technology-based transportation projects. This task will include the development of an ITS architecture for the Longview-Kelso-Rainier MPO. A regional ITS architecture will be developed in collaboration with Cowlitz County; Cities of Kelso, Longview, and Rainier; RiverCities Transit; ODOT; and WSDOT. FHWA will provide assistance in the planning process for this effort to produce the ITS Architecture for the MPO. No consultant expenses are anticipated initially.

Responsibilities/Timelines

1. CWCOG staff, Cowlitz County; Cities of Kelso, Longview, and Rainier; RiverCities Transit; Columbia County Rider, ODOT; and WSDOT will work together at Cowlitz Area TAC or other meetings to collaborate and discuss topics pertaining to building an ITS architecture. *Summer/Fall 2018 and Winter 2019*
2. CWCOG staff will make presentations to local agency elected officials to provide education about, and build awareness of, ITS. *Winter 2019*
3. CWCOG staff will compile the collaborative discussions into a draft plan document. *Winter/Spring 2019.*

Deliverables

1. ITS architecture report adopted by the CWCOG (MPO) board that provides details on the proposed uses of ITS within the MPA.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$20,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$20,000

2.11 Rural Intelligent Transportation System (ITS) Architecture Best Practices Report

Based on the work developed under 2.9, this task will develop a report describing ITS best practices to assist rural communities in understanding all types of transportation technologies that make up an ITS, as well as how to build an ITS architecture for a community, multiple communities, or countywide region. Essentially this report will be a user guide on ITS planning.

Responsibilities/Timelines

1. CWCOG staff will incorporate the information learned from task 2.9 and compile a report on ITS best practices. *Spring/Summer 2019*
2. CWCOG staff will give presentations to various local agencies (i.e. cities, counties, transit districts) in the RTPO region to review the report and use the opportunity to provide education on ITS. *Summer 2019*

Deliverables

1. Report documenting ITS best practices for rural communities to use as a user’s guide.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$4,500
GHCOG	
RTPO Funds	\$1,500
LCPW	
RTPO Funds	\$1,500
Total	\$7,500

2.12 Electric Vehicle (EV) Readiness and Autonomous Vehicle Plan

The availability of electric vehicles (EVs), both all-electric and plug-in hybrid electric vehicles (AEVs and PHEVs respectfully), are increasing and a regional long-range plan for more/improved public charging infrastructure is needed. Planning for additional deployment of public charging infrastructure and alternative fuel corridors in our region could also help promote increased economic development activity through tourism. This task will develop an EV Readiness Plan for the five-county RTPO and Longview-Kelso-Rainier MPO regions. The Plan will include a chapter on autonomous vehicles and possible impacts on the local agency planning and future road projects. Four goals for this task are:

1. Build on any work local agencies have done regarding EV planning and expand it into a regional plan.
2. Provide a framework for possible regional application(s) to FHWA in future application periods for new alternative fuel corridors in Southwest Washington.
3. Develop strategies for local agencies to help their continued efforts at expanding the EV public charging infrastructure.
4. Provide an overview chapter of the potential of autonomous vehicles and how they may impact the local transportation system. (Outside consultant assistance may augment staff research efforts.)

Responsibilities/Timelines

1. CWCOG staff, with assistance from planning partners (GHCOG, LCPW), to determine the initial framework for the plan’s structure. *Summer/Fall 2018*
2. CWCOG staff to engage technical advisory committees and/or policy boards to review maps of existing EV infrastructure and corridors, determine any criteria for future locations, and determine preferred future sites for public charging infrastructure. *Winter/Spring/Summer 2019*
3. CWCOG staff to conduct public outreach to solicit feedback on potential locations and corridors as well as provide education on EVs to the public. *Summer 2019*
4. Technical advisory committees and/or policy boards, with guidance from CWCOG staff, will refine the selection of preferred future locations for public charging, and work on developing strategies to expand the regional EV infrastructure. *Fall/Winter 2019*
5. CWCOG staff to prepare a draft EV Readiness and Autonomous Vehicle Plan, hold public open houses, and provide a formal public review period to share the plan and gather comments, then present the plan for adoption by the CWCOG (MPO) and RTPO boards. *Winter/Spring/Summer 2019.*

Deliverables

1. Hold public outreach events to solicit feedback on potential locations/corridors and as a general educational opportunity for the public.
2. Hold public open houses to present the draft plan.
3. Adopt an EV Readiness and Autonomous Vehicle Plan for the RTPO and MPO.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$8,000
GHCOG	
RTPO Funds	\$6,000
LCPW	
RTPO Funds	\$6,000
Total	\$20,000

2.13 Local Road Safety Plan

Local Road Safety Plans are required, or encouraged, as part of various calls for projects for different funding programs. Currently, local agencies in the MPO region must create an analysis for every grant application they submit. By creating a metropolitan area local road safety plan, they will be able to use this information for their applications. A couple of years ago, Cowlitz County developed a Strategic Risk-Based Assessment using the FHWA Systemic Safety Project Selection Tool; however, this was only for county roads, not city streets. It will prove a helpful reference for creating the plan for the MPO region.

Responsibilities/Timelines

1. CWCOG staff will coordinate a bid process to hire a consultant to create a metropolitan area local road safety plan. *Summer 2018*
2. A consultant will prepare, with oversight by CWCOG staff, a draft local road safety plan for the MPO region. Preparation of the plan will include engagement and feedback from the Cowlitz Area TAC. *Fall 2018/Winter 2019*
3. Local Road Safety Plan will be adopted by the CWCOG (MPO) Board. *Winter 2019*

Deliverables

1. Adopted Local Road Safety Plan

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$10,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$10,000

COST SUMMARY

Element 2 Multi-modal Transportation Planning

Task	Title	Total
2.1	Coordination with MPO/RTPO jurisdictions, WSDOT, FTA, and FHWA in State and Regional Planning Activities	\$45,000
2.2	Planning Consultation, Services, and Technical Support	\$60,500
2.3	Review of County, City, and Town Comprehensive Plans and Countywide Planning Policies	\$9,500
2.4	Public and Stakeholder Participation and Outreach	\$10,500
2.5	Regional Transportation Plan	\$100,000
2.6	Coordinated Human Services Transportation Plan	\$80,000
2.7	Performance Measures	\$7,500
2.8	Pedestrian/Bicycle Traffic Count Program Feasibility Study	\$15,000
2.9	Lewis & Clark Bridge Origin and Destination Study	\$70,000
2.10	Intelligent Transportation System (ITS) Architecture	\$20,000
2.11	Rural Intelligent Transportation Systems (ITS) Best Practices Report	\$7,500
2.12	Electric Vehicle (EV) Readiness and Autonomous Vehicle Plan	\$20,000
2.13	Local Road Safety Plan	\$10,000
	Unallocated	\$50,000
Total for Element 2		\$505,500

Element 3: Transportation Data Development

Element 3 includes the development and maintenance of a transportation database to support the transportation planning program. The database will be used to assess transportation system performance, evaluate level of service standards, and calibrate the regional travel-forecasting model. In addition, this element includes the development, application, and maintenance of the travel demand model for the MPO area. The model will be used to estimate and analyze future transportation needs and provide technical support to local jurisdictions.

3.1 Data Acquisition, Analysis, and Mapping

This task involves coordination and collaboration with planning partners and member jurisdictions to collect, analyze, and manage transportation data. The collected data will be incorporated into a Geographic Information System (GIS) database. For SFY 2019, our goals are fourfold: 1) Development and maintenance of quality GIS data; 2) Improved GIS collaboration with planning partners (GHCOG, LCPW); 3) Improved GIS data organization and accessibility; and 4) Expanding the deployment of GIS data online. Data and data analysis will support performance measures for the MPO.

Responsibilities/Timelines

1. CWCOG staff, with support from GHCOG and LCPW and coordination with WSDOT and ODOT, to collect, maintain, organize, and analyze data to support long-range transportation planning for all five counties and Rainier, Oregon. *Ongoing*
2. CWCOG staff to collect data (including traffic counts) to support the FAST Act requirements to establish performance measure targets and to track the status of meeting the targets. *Ongoing*
3. CWCOG staff and planning partners (GHCOG and LCPW) to maintain GIS resources to support the development of performance measures and analysis and meet other needs for all five counties. *Ongoing*
4. CWCOG staff and planning partners (GHCOG and LCPW) to expand and refine GIS capabilities, visualization, and related analysis tools. Use GIS to track changes and trends in population, employment, land use, and other transportation-related indicators. *As appropriate.*
5. Facilitate data collection and transfer amongst transit agencies. *Ongoing*

Deliverables

1. Thematic maps for transportation and land use planning.
2. Continued maintenance of RTIP project mapping in ArcGIS Online and an addition of 1 or 2 more regional transportation planning data layers.
3. Maps for documents, reports, and presentations.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$172,850
GHCOG	
RTPO Funds	\$7,500
LCPW	
RTPO Funds	\$2,500
Total	\$182,850

3.2 Travel Demand Modeling, Forecasting, and Traffic Counts

Maintain the travel demand model to forecast the impacts of future growth and land-use decisions on the MPO regional transportation system. The SFY 2019 goal will be to conduct traffic counts at least twice to provide better data to include in maintenance updates to the travel demand model.

Responsibilities/Timelines

1. CWCOG staff and consultants to run plots for various planning scenarios. *As needed*
2. CWCOG staff and consultants to develop traffic projections for various transportation alternatives as part of selected corridor-planning efforts in partnership with WSDOT. *As needed*
3. CWCOG staff and consultants to conduct basic annual maintenance to include minor model updates and small enhancements/re-validations. *Ongoing*
4. CWCOG staff to contract with a consultant to collect traffic count data two or more times over the course of the year to support ongoing updating and recalibration of the travel demand model. *Ongoing*
5. CWCOG staff to participate in the development of the Statewide Travel Demand Model by coordinating the MPO model update with the state efforts as requested by WSDOT and ODOT. *As needed*

Deliverables

1. Travel Demand Model maintained and recalibrated with new traffic count data.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$25,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$25,000

3.3 Highway Functional Classification

Conduct minor re-classifications as needed.

Responsibilities/Timelines

1. CWCOG staff with support from MPO TAC to update the functionally classified road network. *As needed.*

Deliverables

1. Functionally classified road network.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$5,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$5,000

COST SUMMARY

Element 3 Transportation Data Development

Task	Title	Total
3.1	Data Acquisition, Analysis, and Mapping	\$182,850
3.2	Travel Demand Modeling, Forecasting, and Traffic Counts	\$25,000
3.3	Highway Functional Classification	\$5,000
	Unallocated	\$75,000
Total for Element 3		\$287,850

Element 4: Project Programming and Prioritization

CWCOG staff, with guidance from MPO and RTPO jurisdictions, has the primary responsibility for the development, review, and revision of the Regional Transportation Improvement Program (RTIP). Jurisdictions across the five-county RTPO or MPO areas, WSDOT, ODOT, and transit service providers submit copies of their six-year Transportation Improvement Programs to CWCOG in order to facilitate development of the overall RTIP. Document approval authority lies with CWCOG (MPO) and RTPO Boards, WSDOT, ODOT, FHWA, and FTA.

4.1 Regional Transportation Improvement Program (RTIP) and RTIP Amendments

Cooperatively develop an annual RTIP with local government agencies, public transit agencies, WSDOT regions, and ODOT, that serves and reflects the needs of the MPO and RTPO and complies with federal and state requirements.

Responsibilities/Timelines

1. CWCOG staff, in coordination with local government agencies, public transit agencies, and WSDOT South Central, Olympic, and Southwest Regions, and ODOT to develop, maintain, and track implementation of projects in the RTIP. *Ongoing*
2. CWCOG staff to present RTIP to CWCOG (MPO) and RTPO boards for document approval in September/October. *Fall 2018*
3. CWCOG staff to submit final, adopted RTIP to WSDOT Headquarters and ODOT for approval. *October 2018*
4. CWCOG staff to review and document Cowlitz County RTIP project identification, prioritization, and selection procedures to ensure consistency with federal regulations. *Ongoing*
5. CWCOG staff to coordinate RTIP amendments with local jurisdictions (from all five counties) and WSDOT regions requesting amendments and submit to WSDOT Headquarters. (*January to October*). ODOT's STIP is a living document, amendments can be submitted any time.

Deliverables

1. Draft and final RTIP documents.
2. Public notices for initial RTIP document and MPO RTIP formal amendments.
3. Staff reports and CWCOG/RTPO Board resolutions.
4. Financial constraint analysis table for amended MPO formal amendment/administrative modification projects.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$40,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$40,000

4.2 Surface Transportation Block Grant Program Administration

Federal funding available to projects through the Surface Transportation Block Grant Program (STBGP) is required to be used in a timely manner and there are numerous regulations pertaining to project selections and awards, obligation, and expenditure requiring continual monitoring to ensure compliance. The purpose of this task is to administer STBGP for Cowlitz County and Rainier, Oregon.

Responsibilities/Timelines

- 1. CWCOG staff, in coordination with WSDOT Southwest Region, ODOT, and local MPO/RTPO agencies (Cowlitz County and Rainier, Oregon area) develops prioritization and distribution processes for the MPO and Cowlitz County portion of the RTPO to ensure consistency with plans and projects. *Ongoing*
- 2. CWCOG staff ensures progress in meeting Cowlitz County’s Obligation Authority targets set by WSDOT. *Ongoing*
- 3. CWCOG staff monitors project partners regularly to ensure their progress in obligation of funds. *Ongoing*
- 4. CWCOG staff manages STBGP project funding processes following federal and state procedures. *Ongoing*

Deliverables

- 1. List of prioritized and ranked projects, including any approved contingency projects.
- 2. Awards letters.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$10,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$10,000

4.3 Surface Transportation Block Grant Program Set-Aside Administration

The purpose of this task is to ensure the efficient and effective delivery of Surface Transportation Block Grant Program Set-Aside (formerly Transportation Alternatives Program) funds for projects selected through a competitive call for projects process. The task includes the coordination, oversight, and timely obligation by project partners of STBGP Set-Aside funding for the five-county RTPO region.

Responsibilities/Timelines

- 1. CWCOG staff to ensure the STBGP Set-Aside project funding process follows federal and state procedures and meets Obligation Authority targets set by WSDOT. *Ongoing*
- 2. CWCOG staff to coordinate with WSDOT South Central, Olympic, and Southwest Regions, and RTPO member agencies to facilitate a call for projects, project ranking, and selection. *As needed*

Deliverables

- 1. List of ranked projects, including any approved contingency projects.
- 2. Award letters.

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$15,000
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$15,000

4.4 Annual Obligation and Closure Report

Prepare annual Obligation and Closure Report for projects obligated and closed through the previous calendar year within the MPO and Cowlitz County boundaries.

Responsibilities/Timelines

1. CWCOG staff to develop report of projects that were obligated and closed the previous year. *March 2019*
2. CWCOG staff to submit report to WSDOT, ODOT, and post on CWCOG's transportation page. *March 2019*

Deliverables

1. Obligation and Closure Report

Estimated Budget

CWCOG	
MPO & RTPO Funds	\$2,500
GHCOG	
RTPO Funds	\$0
LCPW	
RTPO Funds	\$0
Total	\$2,500

COST SUMMARY

Element 4 Project Programming & Prioritization

Task	Title	Total
4.1	Regional Transportation Improvement Program and Amendments	\$40,000
4.2	Surface Transportation Block Grant Program Administration	\$10,000
4.3	Surface Transportation Program Set-Aside Administration	\$15,000
4.4	Annual Obligation and Closure Report	\$2,500
Total for Element 4		\$67,500

2019 Unified Planning Work Program Budget

COST SUMMARY

Element 1	\$222,500
Element 2	\$505,500
Element 3	\$287,850
Element 4	\$67,500
TOTAL WORK PROGRAM	\$1,083,350¹

Unfunded Needs in Transportation Planning (Unranked) and Estimated Cost RTPO

1. Regional Trails planning, including segment mapping and engineering/construction, estimates in Grays Harbor County – \$75,000
2. Quiet Zone development: planning, grade crossing inventory forms, grant writing, and implementation assistance in Elma, Montesano, and Aberdeen – \$400,000
3. Coordinated rail planning effort for Lewis, Grays Harbor, and Cowlitz Counties – \$500,000-\$600,000
4. At-Grade Rail Crossing Study to examine the traffic and life/safety impacts of at-grade rail crossings and identify mitigation options – \$100,000
5. IT Upgrades for GHCOG: lap top and projector - \$1,250; Replacement back-up system - \$3,400; File server - \$3,500; GPS unit - \$9,000. Total = \$17,150

Please note that these unranked planning needs provide an estimated cost only. Final cost estimates will be developed if funding is identified.

¹ Approximately \$100,000 is estimated for consultant expenses.

Funding Sources for Metropolitan and Regional Planning

FHWA Planning Grant (PL)

Federal Highway Administration (FHWA) funding to metropolitan planning organizations (MPOs) for transportation planning activities.

Estimated WA State PL funding for SFY 2019.....	\$168,601
Estimated WA State PL carry-forward from SFY 2018	\$421,605
Estimated OR State PL funding for SFY 2019	<u>\$1,364</u>
TOTAL FHWA PL funds available for SFY 2019	\$591,570

FHWA Surface Transportation Block Grant Program (STBGP)

Federal Highway Administration (FHWA) funding available for surface transportation projects, including planning, that meet the eligibility criteria and are selected through a competitive project prioritization, ranking, and selection process managed by an MPO. The CWCOG board approved an award of STBGP funds for its general planning work from its STBGP-Oregon account.

TOTAL OR State STBGP funding for SFY 2019.....	\$10,000
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FTA Planning Grant (Section 5303)

Federal Transit Administration (FTA) funding to MPOs for transportation planning activities.

WA State FTA 5303 funding for SFY 2019	\$31,008
WA State FTA 5303 carry-forward from SFY 2018	\$8,187
OR State FTA 5303 funding for SFY 2019.....	<u>\$436</u>
TOTAL FTA 5303 funding for SFY 2019.....	\$39,631

Federal Transit Administration Human Services Transportation Planning Grant

Federal Transit Administration (FTA) funding to assist in development and implementation of the five-county Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).

TOTAL HSTP funding for SFY 2019	\$80,000
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Non-Federal Match

FHWA and FTA funds require a match at the local level. CWCOG's local matching funds come from an annual assessment of local MPO member jurisdictions. The local match ratios are listed below.

Estimated non-federal match for SFY 2019:	
WA State FHWA (PL) 20.0% match (<i>local government participating agencies</i>)	\$147,551
OR State FHWA (PL) 11.5% match (<i>ODOT</i>).....	\$156
WA State FTA (Section 5303) 20.0% match (<i>local CTA agency</i>)	\$9,799
OR State FTA (Section 5303) 11.5% match	<u>\$50</u>
TOTAL non-federal match needed for SFY 2019	\$157,556

State Regional Transportation Planning Organization Planning Grant

The state planning funds are distributed to each of the 14 Regional Transportation Planning Organizations (RTPOs) based on population. The state funds are intended for planning and coordination activities required under RCW 47.80. No local match is required for this grant.

TOTAL WA State RTPO funding for SFY 2019	\$204,593
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TOTAL, All Sources	<u>\$1,083,350</u>
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Funding Sources for MPO Planning

METROPOLITAN PLANNING (Codes 021-024)	
ESTIMATED COST AND FUNDING SOURCES	
WA State FHWA Planning Grant (PL)	\$590,206
WA State FTA Planning Grant (Section 5303)	\$39,195
WA State FHWA / FTA Local Match	\$157,350
OR State FHWA Planning Grant (PL)	\$1,364
OR State FHWA Surface Transportation Grant (STBGP)	\$10,000
OR State FTA Planning Grant (Section 5303)	\$436
OR State FHWA / FTA Local Match	\$206
Total Cost Estimate	\$798,757

Funding Sources for Regional Planning

REGIONAL PLANNING (Codes 026-030)	
ESTIMATED COST AND FUNDING SOURCES	
WA State RTPO Planning Grant	\$144,593
Grays-Harbor Council of Governments Pass-through	35,000
Lewis County Pass-through	25,000
WA State FTA Planning Grant (HSTP)	\$80,000
Total Cost Estimate	\$284,593

SFY 2019 Unified Planning Work Program Proposed Budget
(MPO / RTPO)

Task Code	Task Description	Budget	Unallocated	Total Available Funds	WA FHWA - PL			WA FTA - 5303			OR					Total WA RTPO
					Total FHWA	FHWA	Local Match	Total FTA	FTA	Local Match	STP / STATE EXCHANGE	FHWA	FTA - 5303	STATE MATCH	Local Match	
1.0	Transportation Program Administration															
1.1	MPO/RTPO Program Management & Support	125,000	10,000	135,000	81,472	65,178	16,294	6,855	5,324	1,331	5,000	196	63	22	7	41,585
1.2	Coordination & Consultation with Regional, Statewide, Federal & Indian Nation Partners	35,000		35,000	22,419	17,935	4,484	1,725	1,380	345		51	16	6	2	10,781
1.3	Governance	10,000		10,000	6,406	5,125	1,281	492	394	98		14	5	2	1	3,080
1.4	Title VI Plan & Annual Report	5,000		5,000	4,754	3,804	950	246	197	49						
1.5	WSDOT/MPO Self-Certification Process	2,500		2,500	2,377	1,902	475	123	98	25						
1.6	Unified Planning Work Program & Annual Performance & Expenditure Report	20,000		20,000	12,811	10,249	2,562	986	789	197		29	9	3	1	6,161
1.7	Professional Development & Training	15,000		15,000	9,608	7,686	1,922	740	592	148		22	7	2	1	4,620
	Transportation Program Administration Total	212,500	10,000	222,500	139,847	111,879	27,968	10,967	8,774	2,193	5,000	312	100	35	12	66,227
2.0	Multi-Modal Transportation Planning															
2.1	Coordination with MPO/RTPO Jurisdictions, WSDOT, ODOT, FTA & FHWA in State & Regional Planning Ac	45,000		45,000	23,824	19,059	4,765	2,219	1,775	444	5,000	65	21	7	2	13,862
2.2	Planning Consultation, Services & Technical Support	60,500		60,500	38,753	31,002	7,751	2,982	2,386	596		88	28	10	3	18,636
2.3	Review of County, City & Town Comprehensive Plans & Countywide Planning Policies	9,500		9,500												9,500
2.4	Public & Stakeholder Participation, Outreach, & Education	10,500		10,500	9,960	7,968	1,992	518	414	104		15	5	2	0	
2.5	Regional Transportation Plan	100,000	25,000	125,000	118,569	94,855	23,714	6,163	4,930	1,233		182	58	21	7	
2.6	Coordinated Public Transit - Human Services Transportation Plan & Quarterly Stakeholders Meetings	80,000		80,000				80,000	80,000							
2.7	Performance Measures	7,500		7,500	7,114	5,691	1,423	370	296	74		11	4	1	0	
2.8	Pedestrian/Bicycle Traffic Count Program Feasibility Study	15,000		15,000	14,227	11,382	2,845	740	592	148		22	7	3	1	
2.9	Lewis & Clark Bridge Origin & Destination Study	70,000		70,000	66,399	53,119	13,280	3,451	2,761	690		102	32	12	4	
2.10	Intelligent Transportation System (ITS) Architecture	20,000	10,000	30,000	28,456	22,765	5,691	1,479	1,183	296		44	14	5	2	
2.11	Rural Intelligent Transportation System (ITS) Architecture Best Practices Report	7,500	15,000	22,500	14,460	11,568	2,892	1,109	887	222						6,931
2.12	Electric Vehicle (EV) Readiness and Autonomous Vehicle Plan	20,000		20,000	12,811	10,249	2,562	986	789	197		29	9	3	1	6,161
2.13	Local Road Safety Plan	10,000		10,000	9,485	7,588	1,897	492	394	98		15	5	2	1	
	Multi-Modal Transportation Planning Total	455,500	50,000	505,500	344,058	275,246	68,812	100,509	96,407	4,102	5,000	573	183	66	21	55,090
3.0	Transportation Data Development															
3.1	Data Acquisition, Analysis, & Mapping	182,850	40,000	222,850	142,742	114,194	28,548	10,986	8,789	2,197		324	104	37	12	68,645
3.2	Travel Demand Modeling, Forecasting & Traffic Counts	25,000	35,000	60,000	56,914	45,531	11,383	2,958	2,366	592		87	28	10	3	
3.3	Highway Functional Classification	5,000		5,000	3,204	2,563	641	246	197	49		7	2	1	0	1,540
	Transportation Data Development Total	212,850	75,000	287,850	202,860	162,288	40,572	14,190	11,352	2,838	0	418	134	48	15	70,185
4.0	Project Programming & Prioritization															
4.1	Regional Transportation Improvement Program (RTIP) & RTIP Amendments	40,000		40,000	25,621	20,497	5,124	1,973	1,578	395		58	18	7	2	12,321
4.2	Surface Transportation Block Grant Program Administration	10,000		10,000	9,508	7,606	1,902	492	394	98						
4.3	Surface Transportation Program Set-Aside Administration	15,000		15,000	14,260	11,408	2,852	740	592	148						
4.4	Annual Obligation & Closure Report	2,500		2,500	1,603	1,282	321	123	98	25		3	1	0	0	770
	Project Programming & Prioritization Total	67,500	0	67,500	50,992	40,793	10,199	3,328	2,662	666	0	61	19	7	2	13,091
	UPWP TOTAL	948,350	135,000	1,083,350	737,757	590,206	147,551	128,994	119,195	9,799	10,000	1,364	436	156	50	204,593

TASK FUNDING SUMMARY						
Task Code	Task Description	WA FEDERAL	OR FEDERAL STATE	WA STATE RTPO	LOCAL	TOTAL
1.0	Transportation Program Administration					
1.1	MPO/RTPO Program Management & Support	70,502	5,281	41,585	17,632	135,000
1.2	Coordination & Consultation with Regional, Statewide, Federal & Indian Nation Partners	19,315	73	10,781	4,831	35,000
1.3	Governance	5,519	21	3,080	1,380	10,000
1.4	Title VI Plan & Annual Report	4,001	0	0	999	5,000
1.5	WSDOT/MPO Self-Certification Process	2,000	0	0	500	2,500
1.6	Unified Planning Work Program & Annual Performance & Expenditure Report	11,038	41	6,161	2,760	20,000
1.7	Professional Development & Training	8,278	31	4,620	2,071	15,000
	Transportation Program Administration Total	120,653	5,447	66,227	30,173	222,500
2.0	Multi-Modal Transportation Planning					
2.1	Coordination with MPO/RTPO Jurisdictions, WSDOT, ODOT, FTA & FHWA in State & Regional Planning Ac	20,834	5,093	13,862	5,211	45,000
2.2	Planning Consultation, Services & Technical Support	33,388	126	18,636	8,350	60,500
2.3	Review of County, City & Town Comprehensive Plans & Countywide Planning Policies	0	0	9,500	0	9,500
2.4	Public & Stakeholder Participation, Outreach, & Education	8,382	22	0	2,096	10,500
2.5	Regional Transportation Plan	99,785	261	0	24,954	125,000
2.6	Coordinated Public Transit - Human Services Transportation Plan & Quarterly Stakeholders Meetings	80,000	0	0	0	80,000
2.7	Performance Measures	5,987	16	0	1,497	7,500
2.8	Pedestrian/Bicycle Traffic Count Program Feasibility Study	11,974	32	0	2,994	15,000
2.9	Lewis & Clark Bridge Origin & Destination Study	55,880	146	0	13,974	70,000
2.10	Intelligent Transportation System (ITS) Architecture	23,948	63	0	5,989	30,000
2.11	Rural Intelligent Transportation System (ITS) Architecture Best Practices Report	12,455	0	6,931	3,114	22,500
2.12	Electric Vehicle (EV) Readiness and Autonomous Vehicle Plan	11,038	41	6,161	2,760	20,000
2.13	Local Road Safety Plan	7,982	22	0	1,996	10,000
	Multi-Modal Transportation Planning Total	371,653	5,822	55,090	72,935	505,500
3.0	Transportation Data Development					
3.1	Data Acquisition, Analysis, & Mapping	122,983	465	68,645	30,757	222,850
3.2	Travel Demand Modeling, Forecasting & Traffic Counts	47,897	125	0	11,978	60,000
3.3	Highway Functional Classification	2,760	10	1,540	690	5,000
	Transportation Data Development Total	173,640	600	70,185	43,425	287,850
4.0	Project Programming & Prioritization					
4.1	Regional Transportation Improvement Program (RTIP) & RTIP Amendments	22,075	83	12,321	5,521	40,000
4.2	Surface Transportation Block Grant Program Administration	8,000	0	0	2,000	10,000
4.3	Surface Transportation Program Set-Aside Administration	12,000	0	0	3,000	15,000
4.4	Annual Obligation & Closure Report	1,380	4	770	346	2,500
	Project Programming & Prioritization Total	43,455	87	13,091	10,867	67,500
	UPWP TOTAL	709,401	11,956	204,593	157,400	1,083,350

Appendix

Cowlitz-Wahkiakum Council of Governments Metropolitan and Regional Transportation Planning
Organization Member Jurisdictions & Agencies Represented in the SWRTPO

Regional Planning Partners

Cowlitz-Wahkiakum Council of Governments (CWCOG)
 Grays Harbor Council of Governments (GHCOG)
 Pacific Council of Governments (PCOG)
 Lewis County Transportation Strategy Council (LCTSC)

State Departments of Transportation

SW Region, Vancouver, Washington State Department of Transportation
 Olympic Region, Tumwater, Washington State Department of Transportation
 Region 1, Portland, Oregon Department of Transportation

Cities/Towns

Aberdeen	Ilwaco	Morton	Raymond
Castle Rock	Kalama	Mossyrock	South Bend
Centralia	Kelso	Napavine	Toledo
Chehalis	Long Beach	Oakville	Vader
Cosmopolis	Longview	Ocean Shores	Westport
Elma	McCleary	Pe Ell	Winlock
Hoquiam	Montesano	Rainier, OR	Woodland

Port Districts

Port of Centralia	Port of Longview
Port of Chehalis	Port of Peninsula
Port of Chinook	Port of Willapa Harbor
Port of Grays Harbor	Port of Woodland
Port of Ilwaco	Wahkiakum Port District No. 1
Port of Kalama	Wahkiakum Port District No. 2

Tribal Governments

Chinook Nation
 Confederated Tribes of the Chehalis
 Cowlitz Tribe
 Quinault Indian Nation
 Shoalwater Bay Tribe

US Department of Transportation

Federal Highway Administration (FHWA)
 Federal Transit Administration (FTA)

Counties

Cowlitz County	Pacific County
Grays Harbor County	Wahkiakum County
Lewis County	

Economic Development Councils

Cowlitz Economic Development Council
 Columbia Pacific Resource Conservation & Economic Development District
 Grays Harbor Economic Development Council
 Lewis County Economic Development Council
 Pacific County Economic Development Council
 Wahkiakum County Chamber of Commerce
 Cowlitz-Wahkiakum Council of Governments Economic Development District Program

Transit Authorities/Non-Profit/Non-Traditional Transit Providers

Coastal Counties Community Action Council	Lower Columbia Community Action Program
Columbia County Transit	LEWIS Mountain Transit
Cowlitz Transit Authority	Pacific Transit System
Cowlitz Tribe	Twin Transit Authority
Grays Harbor Transit Authority	Wahkiakum on the Move

**Cowlitz-Wahkiakum Council of Governments
Transportation Staff**

Staff Contact	Primary Areas of Responsibility
Bill Fashing, Executive Director	Oversight and management of the transportation work program at CWCOG; bylaws and inter-local agreements coordination; 314 Agreement; Title VI Plan
Anisa Kisamore, Business Administrator	Oversight and management of accounting functions, procurement, and contract management; Self-Certification; Title VI Plan compliance; Annual Report
Robert Stevens, Transportation Planner	Regional TIP; Regional Transportation Plan; UPWP development and annual report; Title VI implementation; Obligation and Closure Report; RTPO coordination; transportation planning; Cowlitz County lead agency responsibilities for STP funding and reporting; MPO TAC support; RTPO TAC(s) and policy board support; administration of TA funds; tribal consultation.
Ken Pearrow, Transportation Planner	UPWP development and annual report; Title VI implementation; RTPO coordination; transportation planning; public transportation planning; MPO public transportation coordination; MPO TAC support; RTPO TAC(s) and policy board support; development and maintenance of MPO travel demand model; analysis for update of long-range plan; Human Services Transportation Plan; tribal consultation.