State Fiscal Year 2020 Unified Planning Work Program

Amendment No. 1

This report describes proposed changes to the State Fiscal Year (SFY) 2020 Unified Planning Work Program (UPWP) for the Cowlitz-Wahkiakum Council of Governments (CWCOG). A copy of the Adopted SFY 2020 UPWP is available on the CWCOG website, or directly from this link (https://www.cwcog.org/wp-content/uploads/bsk-pdf-manager/2019/10/FINAL-2020-UPWP.pdf).

Purpose of the Amendment

Amendment No. 1 to the SFY 2020 Unified Planning Work Program (UPWP) proposes the following changes to the work program.

**Proposed Change No. 1:** Update the description, responsibility, and deliverable on Task 2.8 Pedestrian and Bicycle Counters to provide the flexibility of purchasing any type of pedestrian and bicycle counter deemed the best option for the Longview-Kelso-Rainier Metropolitan Planning Area.

**Proposed Change No. 2:** Update the description, responsibilities, and deliverable on Task 2.12 Electric Vehicle (EV) Readiness and Autonomous Vehicle (AV) Plan to align with the final project scope of work.

**Proposed Change No. 3:** Update the description, responsibilities, and deliverable on Task 2.13 Local Road Safety Plan to align with the final project scope of work.

**Proposed Change No. 4:** Add Task 2.14 State Route 4 Corridor Study and increase the total budget by $30,000 as a result of funding provided by the Washington State Department of Transportation (WSDOT) Southwest Region office.

Each of these four proposed changes are addressed in a separate section of this report. The next three sections contain the text from the applicable work task in the Adopted SFY 2020 UPWP. The last section contains the text of the new work task to be added to the Amended SFY 2020 UPWP. Text shown with strikethroughs is to be removed from the UPWP and text highlighted gray indicates it is to be added.
Proposed Change No. 1

2.8 Pedestrian and Bicycle Counters

In SFY 2019, CWCOG staff determined that acquisition of pedestrian and bicycle count data would enhance the understanding of multi-modal travel behavior and inform transportation planning and modeling activities. This task will involve the purchase of temporary pedestrian and bicycle counters so CWCOG staff in coordination with the Cities of Kelso, Longview, and Rainier can begin to use the counters to start building a database of bike/ped count data. This will allow CWCOG staff to become familiar with the technology and how to capture, store, and publish the data collected. These counters would be owned and maintained by CWCOG, but their use would be coordinated with local agencies. Data collected will also be shared with WSDOT. If the use of these temporary counters works well, purchase of permanent ones requiring installation maybe considered in the future.

Responsibility/Timeline

1. CWCOG staff to follow procurement procedures to purchase temporary pedestrian and bicycle counters. By Spring 2020

Deliverable

1. Acquisition of temporary pedestrian and bicycle counters.

Proposed Change No. 2

2.12 Electric Vehicle (EV) Readiness and Connected and Autonomous Vehicle (AV) Plan

Registrations for plug-in electric vehicles (battery or plug-in hybrids) have been rising significantly each year in Washington and Oregon States. In the five counties of the Southwest Washington Regional Transportation Planning Organization (Cowlitz, Grays Harbor, Lewis, Pacific, Wahkiakum) the number of registrations year-over-year is also rising although slower compared with the entire state. Emerging technologies such as electric vehicles (EVs) and connected and autonomous vehicles will impact the regional transportation system and it is important to start planning now for future needs caused by technological changes. The time to plan for future public charging locations is now. This plan will help better understand regional needs as well as brainstorm potential strategies to meet the needs. A major goal of this planning effort is to better prepare the region for future opportunities to construct publicly accessible charging locations. A major reason for this plan is to assist local agencies in starting to think about the impacts more EVs could have on the region, as well as, begin to plan for a future with connected and autonomous vehicles. The results of this plan will help to inform the next update to the Regional Transportation Plan. Other catalysts for this plan was to assist in planning to meet the needs of tourists who drive EVs and to provide tools for future grant applications to install charging stations. This planning process will addresses the Goal 1 of the 2045 Regional Transportation Plan.

Goal 1 of the 2045 RTP states:

Promote and support a transportation system that strengthens the region’s economic competitiveness.

Policy 1b of the 2045 RTP states:
Install alternative energy fueling stations, including electric vehicle (EV) charging stations, to provide visitors who drive alternative energy vehicles the capability to travel easily throughout the region, increasing access to jobs, services, tourist attractions, and other key destinations.

As part of this planning work, impacts on local land use planning will be discussed. This plan will also explore the impacts of connected and autonomous vehicles by presenting the regional challenges these future vehicles may present for cities and counties and explore potential solutions. Finally, the plan will briefly discuss how ridesharing may impact EV use.

Given work to finish the 2045 RTP and 2018 CPT-HSTP in SFY 2019, the EV Readiness and Connected and Autonomous Vehicle AV Plan started Winter 2019 and is being continued into SFY 2020. A summary of the tasks completed prior to June 30, 2019 are:

1. A framework document describing the planning process, timeline, and some background EV data.
2. TACs and/or policy boards in all five counties of the RTPO were engaged in planning exercises to prioritize future publicly accessible charging locations and to discuss needs/strategies.
3. A short, online survey was completed to understand public thoughts on purchasing/leasing plug-in electric vehicles as well as the coming use of AVs.
4. Planning for an educational open house(s) on AVs to be completed during Summer 2019.
5. Planning for an online map survey on priority publicly accessible charging locations identified at TACs and/or policy boards.

Responsibilities/Timelines

1. CWCOG staff with assistance from planning partners (GHCOG, LCPW) to hold an educational open house(s) on the impact of AVs. Summer 2019
2. CWCOG staff to complete an online map survey to gauge public feedback on priority publicly accessible charging locations identified at TACs and/or policy boards. Summer 2019
3. CWCOG staff with assistance from planning partners (GHCOG, LCPW) to develop a draft EV Readiness and Connected and Autonomous Vehicle AV Plan and review it with stakeholders during development and make it available one or two times for written comments prior to completion, and make it available for a 1st and 2nd review comment period and incorporate comments into plan prior to acceptance adoption. Summer/Fall 2019 and Winter/Spring 2020
4. CWCOG (MPO) and SWRTPO Board to accept adopt the final version of the EV Readiness and Connected and Autonomous Vehicle AV Plan. Winter/Spring 2020.

Deliverable

1. Adopt an Acceptance of the final version of the EV Readiness and Connected and Autonomous Vehicle Plan for the RTPO by the SWRTPO and CWCOG(MPO) boards.

Proposed Change No. 3

2.13 Local Road Safety Plan Summary Report

Local Road Safety Plans are required, or strongly encouraged, as part of various grant funding programs. Currently, local MPO agencies create their own analysis every time a grant application is prepared and submitted. The Cities of Kelso and Longview are working on each developing their own citywide local road safety plan. Having a metropolitan-wide local road safety plan will help avoid duplication of efforts and ensure...
the best safety projects are being implemented. The FHWA Systemic Safety Project Selection Tool is will be a guide to the development of these citywide local road safety plans. To inform the next update to the Regional Transportation Plan on types of crashes and safety countermeasures considered to be priorities for addressing them within the Metropolitan Planning Area (MPA), a summary report of these citywide efforts will be prepared. In addition, this summary report will also describe the process of creating a local road safety plan to assist the City of Rainier, Oregon in potentially doing a citywide safety plan in the future. The task local road safety plan was started during SFY 2019 and will be finished in SFY 2020.

Responsibilities/Timelines

1. CWCOG staff to review the citywide local road safety plans developed by the Cities of Kelso and Longview and prepare a summary report of both plans. The report will also describe the process of creating a local road safety plan, and a consultant to develop a local road safety plan for the MPO region. Preparation of the plan will include engagement and feedback from the Cowlitz Area TAC. Fall 2019/Winter 2020
2. CWCOG (MPO) Board to be the approval authority to review and accept adopt a completed summary report plan. Spring 2020

Deliverable

1. Adopted Longview-Kelso-Rainier MPO Local Road Safety Plans in the Longview-Kelso-Rainier Metropolitan Planning Area Summary Report accepted by the CWCOG (MPO) Board.

Proposed Change No. 4

2.14 State Route 4 Corridor Study

The purpose of this planning study is to develop a plan that defines, supports, and prioritizes strategic actionable outcomes (cost effective and feasible improvements) that will support long-term economic growth along the State Route (SR) 4 corridor through the Longview-Kelso Area. This corridor study is being led by Washington State Department of Transportation (WSDOT) Southwest Region staff with assistance from CWCOG staff. CWCOG is under contract with WSDOT Southwest for planning assistance with this study. The study will be completed in two phases.

Responsibilities/Timelines

1. Phase 1 will clearly define community needs in the corridor study area and seek to understand existing conditions with information on existing transportation infrastructure, land use, and economic conditions. This phase will be led by WSDOT with CWCOG staff preparing various maps such as a corridor study area map and collecting, compiling GIS data. Fall 2019/Winter 2020
2. Phase 2 will conduct and document an analysis of improvement concepts for the corridor. This phase will analyze improvement concepts, include public outreach, and result in development of a final report. WSDOT and CWCOG staff will work on a memo explaining the results of the improvement concept analysis as well as the final report. WSDOT will lead the outreach. Winter - Fall 2020

Deliverables

1. Bi-Monthly Stakeholder Meetings
2. Final corridor study report.