



Board of Directors ~ Regular Meeting/Hybrid

Port of Longview / 10 International Way, Longview, WA 98632

<https://us02web.zoom.us/j/84348581022?pwd=zJH9wO554kgeWNr6yPCuD4FyFimUQe.1>

Meeting ID # 843 4858 1022 ~ Meeting Password 173656

Thursday, February 26, 2026 ~ 12:00 PM

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Public Comment**
- 4. Consent Agenda**
 - A. January 22, 2026, Regular Meeting Minutes*
 - B. January 2026 / February 2026 Expenditures*
- 5. Action Items**
 - A. Resolution 26-05: Carbon Reduction Call for Projects*
 - B. Resolution 26-06: Surface Transportation Block Grant Call for Projects*
- 6. Presentations**
 - A. Tim Rahschulte, Professional Development Academy / *Leading in Times of Great Change*
- 7. Executive Director's Report**
 - A. Financial Report Quarter 4, 2025*
- 8. Executive Committee Report**
 - A. Executive Committee Regular Meeting Minutes October 23, 2025*
 - B. Executive Committee Regular Meeting Minutes November 20, 2025*
- 9. Legislative & State Departments Reports**
- 10. Membership Reports**
- 11. Informational Items & Other Business**
 - A. Letters of Support
 - i. WHEELhouse Capital Capacity Grant Application (Wahkiakum County)*
 - ii. Cowlitz PUD I-5 Corridor Capacity Upgrades*
 - B. Human Services Transportation Plan – Survey*
- 12. Adjourn**

* Attachment

*Next regularly scheduled meeting: **Thursday March 26, 2026, ~ 12:00 pm***

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COWLITZ-WAHKIAKUM COUNCIL OF GOVERNMENTS (CWCOG)

Board of Directors ~ Regular Meeting / Hybrid

Port of Longview / 10 International Way, Longview, WA 98632

Video Conferencing ~ Zoom

Thursday January 22, 2026, ~ 12:00 p.m.

MINUTES

Attendance:

General/Alternate Member Representatives

Steve Ferrell, Cowlitz County
Past Chair Paul Helenberg, City of Castle Rock
Adam Smee, City of Kalama
Chair Mike Karnofski, City of Kelso

Lee Tischer, Wahkiakum County
Mark Letham, Wahkiakum County
Kalei LaFave, City of Longview
Brittney Michaelson, City of Woodland

Special/Alternate Member Representatives

Vice Chair Troy Stariha, Port of Kalama
Robert Wile, Port of Woodland
Bill Hallanger, Cowlitz 2 Fire and Rescue
Chris Fritsch, Castle Rock School District
Asha Riley, Woodland School District
Debbie Stanley, Three Rivers Regional Water Authority

Scott Anderson, Port of Wahkiakum
Dean Takko, Beacon Hill Water & Sewer District
Steve Taylor, Cowlitz County PUD
Gene Healy, Wahkiakum PUD 1
Patti Bowen, Longview School District

Associate/Alternate Member Representatives

Darr Kirk, 911 Public Authority
Jim Seeks, Cowlitz Transit Authority
Mike Karnofski, Cowlitz Economic Development Council
Bonnie Delaney, Kelso-Longview Chamber of Commerce

Scott Jorgensen, City of Rainier
Rachelle Burch, Housing Opportunities of SW WA

Affiliate/Alternate Member Representatives

None

Legislative Representatives

John Anderson, Governor Bob Ferguson’s Office
Cameron Kockritz, Deputy District Director, Representative Gluesenkamp-Perez’s Office
Tanisha Harris, Outreach Director, Senator Cantwell’s Office

Other

Alyssa Joyner, Workforce SW WA
Laurie Lebowsky, WSDOT Regional Representative

Matthew Pahs, Federal Highway Administration

Visitors

Kirk McKnight, Wahkiakum Eagle

Miriam Halliday, Workforce SW WA

Staff

Bill Fashing, Executive Director
Anisa Kisamore, Administrative Director
Stacey Lane, Administrative Resource Coordinator
Monica Seidl, Project Specialist
Rachelle Nugent, Target Zero Manager

Gabe Reese, Transportation Planner
Robert Stevens, Senior Transportation Planner
Megan Wirtz, Mobility Management Coordinator
Dena Francis, Administrative Assistant, Contracted
Sam Shogren, Comm Development Planner

Cowlitz-Wahkiakum Council of Governments (CWCOG) ensures all compliance with Title VI of the Civil Rights Act of 1964 and Americans with Disabilities Act of 1990 by prohibiting discrimination against any person on the basis of race, color, national origin, sex, or disabilities in the provisions of benefits and services results in from its federally assisted programs and activities. For questions regarding CWCOG’s Title VI Program, you may contact the Department’s Title VI Coordinator at 360-577-3041. If you need special accommodations to participate in this meeting, please call us at 360-577-3041 by 10:00 a.m. three days prior to the meeting.

1. Call to Order

Chair Mike Karnofski called the meeting to order at 12:05 p.m.

2. Roll Call

Group round table introductions completed to introduce new members. Bill Fashing completed roll call. A quorum was present.

3. Public Comment

None.

4. Consent Agenda [*Handout(s) provided to the Board on this subject in the agenda packet.]

A. December 18, 2025 Regular Meeting Minutes*

B. December 2025 / January 2026 Expenditures*

C. Resolution 26-01: Statewide Safety Performance Targets*

All Consent Agenda items including December 18, 2025 Meeting Minutes, December 2025 Expenditures in the amount of \$31,984.48, January 2026 Expenditures in the amount of \$71,915.89, and Resolution 26-01 Statewide Safety Performance Targets were presented for consideration as a single action item.

Motion: Troy Stariha moved to approve the Consent Agenda as presented. Motion was seconded and approved.

5. Action Items

A. 2026 Board Officer and Committee Elections*

Mike Karnofski reviewed the list of Officer, Executive Committee, and Finance Committee nominees as presented in the agenda packet. Nominees for Chair and Vice Chair were Mike Karnofski for Chair and Troy Stariha for Vice Chair. Nominees for the 2026 Executive Committee were Mike Karnofski, Chair, and Troy Stariha, Vice Chair; Paul Helenberg, Past Chair. Steve Ferrell, Patti Bowen, Bob Wile, and Lee Tischer, At-Large Members. The 2026 Finance Committee nominees were Bruce Polluck, Scott Westlund, and Rachelle Burch.

Motion: Adam Smee moved to approve the 2026 Board Officer and Committee elections as presented. Motion was seconded and approved.

B. Resolution 26-02 2026 Unified Planning Work Program (UPWP) Amendment

Robert Stevens, Senior Transportation Planner, presented proposed changes to Sub-Task 2.9 of the State Fiscal Year 2026 UPWP budget. The changes include the addition of the *Kalama Internal Transit Feasibility Study* project in the amount of \$115,607, and the removal of the *Pedestrian and Bicycle Counters* project in the amount of \$25,000, resulting in a net budget adjustment of \$90,607 and a total budget amount of \$1,220,460.

Motion: Troy Stariha moved to approve Resolution 26-02 amending the 2026 UPWP. Motion was seconded and approved.

C. Resolution 26-03 National Highway Freight Program (NHFP) Regional Priority List

Robert Stevens presented a program history recap and the call for projects for a Regional Priority project list for the NHFP's consideration. Key project considerations include funding eligibility, delivery timeframes, documentation of project qualification, and verification of non-federal funding matches. Local Regional Transportation Planning Organization (RTPO) area projects that meet the considerations

and would like to be considered for NHFP funding need to be submitted via the consolidated regional list by the Metropolitan Planning Organization (MPO), and the RTPO.

Motion: Bob Wile moved to approve Resolution 26-03 NHFP Regional Priority List as presented. Motion was seconded and approved.

6. Presentation

A. 2025 State of the Workforce Report

Miriam Halliday, Director of the Southwest Washington Workforce Board, presented the 2025 State of the Workforce in Southwest Washington. She reported significant bi-state collaboration between Southwest Washington and Northwest Oregon regarding work availability and accessibility. Workforce investment areas and agency goals were presented with a focus on key challenges, supporting youth through the Career Technical Education programs in High Schools, and strengthening the overall Regional Industry workforce in the key target sectors. Improving skills, overcoming entrance barriers, job availability, and wages across Cowlitz and Wahkiakum Counties to meet projected growth over the next decade will all be critical factors for the region's long-term success. Ms. Halliday shared data on the top employment industries within these counties, along with average pay ranges, noting that most industries continue to pay below Washington State's livable wage standard. Members were directed to the online Self-Sufficiency Calculator at <https://selfsufficiencystandard.org/calculator/> for details on how a livable wage is determined. The presentation concluded with information identifying anticipated growth industries for the next ten years, including manufacturing, clean energy, healthcare and social assistance, government, retail, hospitality, education, and construction.

7. Executive Director's Report

A. 2026 Human Services Transportation Plan Survey- 2026 Transportation Access Survey*

Due to time constraints following the presentation, the Executive Director report was skipped.

8. Executive Committee Report

A. Executive Committee Regular Meeting Minutes September 25, 2025

Chair Mike Karnofski highlighted two key items from the Executive Committee meeting minutes from September 25, 2025: the work done on the 2026 budget, and the recently completed Executive Director performance evaluation.

9. Legislative & State Department(s) Reports

- A. Tanisha Harris, Outreach Director for Senator Cantwell's Office, reported that they have obtained approval for the City of Longview \$1M funding request for the fill line in the city's water reservoir, and additional funding for Mt. St. Helen's (MSH) sediment control projects. She noted that the Senator's Office received the United States Army Corps of Engineers (USACE) response letter to the request for dredging in the Cowlitz River, and that the office is following up on several MSH related items.

The Transportation, Housing and Urban Development and Related Agencies (THUD) and Congressionally Directed Spending (CDS) are currently considering two local projects for funding: the City of Kelso's Catlin and West Main Housing and Community Center project, and the Cowlitz PUD Northwest power grid resilience project.

There is a new request form available for the Water Resource Development Act (WRDA), Tanisha stated she will send it to individuals who have requested it.

The Senate voted to reauthorize the National Landslide Preparedness Act, which has now moved to the House for a vote. Senator Cantwell has introduced the Disaster Zone Energy Affordability Investment

Act, which would allow utilities to deploy, earn federal tax credits, rebuild, and reinvest in areas affected by natural disasters.

- B. Cameron Kockritz, Deputy District Director for Representative Gluesenkamp-Perez’s Office, provided the following updates:

Congratulations were extended to the City of Longview for its project approval, which is currently awaiting the Presidential signature.

There is currently no insight available on Fiscal Year 2027’s spending at this time.

Members interested in learning more about the Community Project Funding and Earmark process may contact Ms. Kockritz to schedule a discussion.

The Office’s Grant Coordinator has departed. Members needing letters of support should reach out directly to Ms. Kockritz or use the online form, which will route to her until the position is filled.

10. Membership Updates

None.

11. Informational Items & Other Business

Information Items & Other Business are presented as handouts within the Board Agenda packet for the Board to review at a time that suits.

Letters of Support*

- A. WA Sea Grants – Hazard Adaptation and Resilience for Business Outreach and Readiness (HARBOR)
- B. Southwest Washington Regional Transportation Planning Organization (SWRTPO) Update

12. Adjourn

Being no further business, the meeting was adjourned at 1:03 p.m.

William A. Fashing, Executive Director

Mike Karnofski, Chair

Anisa Kisamore, Administrative Director


COWLITZ-WAHKIAKUM COUNCIL OF GOVERNMENTS

January 2026

CLAIM VOUCHER SUMMARY

Fund	Department	Account	Bars
699	940100	5492000	5586000

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the district and that I am authorized to authenticate and certify to said claims.

APPROVAL	SIGNATURE	DATE
Preparer:		02 / 18 / 26
Agency:		02 / 18 / 26
Finance Committee:		02 / ____ / 26
CWCOG Board:		02 / ____ / 26
County Auditor Review:		02 / ____ / 26

INVOICES PAID BY EFT/ACH VIA CWCOG US BANK ACCT

Inv #	Inv Date	Supplier #	Supplier Name	Description	Warrant Memo Description	Amount
	01/25/26		Payroll	Jan 1-15, 2026		\$30,852.89
	01/25/26		Social Security	Jan 1-15, 2026		\$26.62
	01/25/26		Medicare	Jan 1-15, 2026		\$447.37
710797146	01/23/26		Automatic Data Processing Inc (ADP)	Services/Financial - Jan 2026		\$153.38
183402	01/14/26		HRA VEBA	Benefits/Medical - Feb 2026		\$4,292.75
346073434013	01/25/26		Kaiser	Benefits/Medical - Feb 2026		\$7,912.73
9402026-007	01/22/26		VOYA Financial	Benefits/Deferred Comp - Jan 2026		\$824.47
134622	01/17/26		Washington Counties Insurance Fund (WCIF)	Benefits/Medical - Feb 2026		\$444.73
20260120	01/20/26		Washington State Dept of Retirement Systems	Benefits/Retirement - Jan 2026		\$1,697.64
9402026-009	01/25/26		Washington State Dept of Employment Security	Taxes/SUII - Qtr4 2025		\$272.78
9402026-008	01/25/26		Washington State Dept of Labor & Industries	Taxes/L&I - Qtr4 2025		\$562.96


TOTAL INVOICES PAID BY EFT: \$47,488.32

TOTAL NUMBER OF INVOICES PAID BY EFT: 11

TOTAL EXPENDITURES APPROVED TO BE PAID: \$47,488.32

Fund	Department	Account	Bars
699	940100	5492000	5586000

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the district and that I am authorized to authenticate and certify to said claims.

APPROVAL	SIGNATURE	DATE
Preparer:		02 / 19 / 26
Agency:		02 / 19 / 26
Finance Committee:		02 / ____ / 26
CWCOG Board:		02 / ____ / 26
County Auditor Review:		02 / ____ / 26

INVOICES PAID/RELEASED BY WARRANT / ACH VIA COUNTY 02/26/2026

Inv #	Inv Date	Supplier #	Supplier Name	CWCOG System Description	Warrant Memo Description	Amount
140263501-0012010	01/23/26	1000003205	Astound Business Solutions / WAVE	Communications/Internet - Mar 2026	Acct#3301-1402635-01	\$265.20
9402026-011	02/19/26	1000000305	Cashmere Valley Bank / WENATCHEE	Credit Card - Jan 2026	Acct #0144	\$3,890.96
87275	02/24/26	1000003834	DeFrancisco Lampitt & Brado PS	Services/Financial - 1099s 2025	#CWCOG	\$95.00
33412206	01/20/26	1000000806	Express Employment	Services/Professional - Jan 2026	Acct 19562580	\$659.34
33441487	01/27/26	1000000806	Express Employment	Services/Professional - Jan 2026	Acct 19562580	\$1,136.86
33469143	02/04/26	1000000806	Express Employment	Services/Professional - Feb 2026	Acct 19562580	\$1,487.31
33495887	02/10/26	1000000806	Express Employment	Services/Professional - Feb 2026	Acct 19562580	\$1,474.52
33526650	02/18/26	1000000806	Express Employment	Services/Professional - Feb 2026	Acct 19562580	\$1,083.72
9402026-012	02/12/26	1000002498	Fashing William A	Travel/Reimbursement - Feb 2026	-	\$1,903.46
AR177163	01/30/26	1000001061	J2 Print Supply Co	Photocopy/Printing - Feb 2026	Acct #CW00	\$566.63
18068	02/09/26	1000002802	More Power Technology Group	Subscriptions/Cyber Protection - Feb 2026	#CWCOG	\$401.42
18069	02/09/26	1000002802	More Power Technology Group	Subscriptions/MS365 GCC - Feb 2026	#CWCOG	\$455.74
18070	02/09/26	1000002802	More Power Technology Group	Technology/Maintenance - Feb 2026	#CWCOG	\$2,378.14
9402026-MAR26	02/10/26	1000005079	NW Financial Properties LLC	Lease / 959 11th Ave/Ste A - Feb 2026	#CWCOG	\$5,469.00
9402026-013	02/05/26	1000004641	Nuestra Casa	Services/Professional - Jan 2026	#CWCOG	\$300.00
9402026-014	02/16/26	1000004548	Seidl Monica	Travel/Reimbursement - Feb 2026	-	\$588.62
9402026-015	01/26/26	1000003817	Ted Gathe PLLC	Services/Professional - Jan 2026	#CWCOG	\$292.50
JAN2026	01/31/26	1000002258	US Bank/Treasury Mgt Svcs / CM 9581 POB 70870	Services/Financial - Jan 2026	#CWCOG	\$68.91
6134984777	02/01/26	1000004100	Verizon	Communications/Cell - Mar 2026	Acct #942015042-00001	\$78.46
26-12	01/31/26	1000002441	Wahkiakum County Eagle	Advertising - Dec 2025	#CWCOG	\$36.00

Vendor Location Clarification				
TOTAL INVOICES PAID BY WARRANT:				\$22,631.79
TOTAL NUMBER OF INVOICES PAID BY WARRANT:				20

INVOICES PAID BY EFT/ACH VIA CWCOG US BANK ACCT						
Inv #	Inv Date	Supplier #	Supplier Name	Description	Warrant Memo Description	Amount
	02/10/26		Payroll	Jan 16-31, 2026		\$30,527.36
	02/10/26		Social Security	Jan 16-31, 2026		\$31.37
	02/10/26		Medicare	Jan 16-31, 2026		\$442.65
712824861	02/06/26		Automatic Data Processing Inc (ADP)	Services/Financial - Jan 2026		\$162.63
711635292	01/28/26		Automatic Data Processing Inc (ADP)	Services/Financial - W2s 2025		\$149.40
9402026-010	02/10/26		VOYA Financial	Benefits/Deferred Comp - Jan 2026		\$824.47
02260205	02/05/26		Washington State Dept of Retirement Systems	Benefits/Retirement - Jan 2026		\$1,675.20
TOTAL INVOICES PAID BY EFT						\$33,813.08
TOTAL NUMBER OF INVOICES PAID BY EFT:						7

TOTAL EXPENDITURES APPROVED TO BE PAID:						\$56,444.87
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PO Box 128 ~ Kelso, WA 98626
959 11th Avenue / Suite A ~ Longview, WA 98632
(360) 577-3041 ~ www.cwcog.org

DATE: February 19, 2026
TO: Cowlitz-Wahkiakum Council of Governments Board of Directors
Representatives and Alternates
FROM: William A. Fashing, Executive Director
SUBJECT: Resolution 26-05: Carbon Reduction Program 2026 Special Call for Projects

Request

Staff requests the consideration of Resolution No. 26-05 to implement the Carbon Reduction Program guidance for a special Call for Projects.

Background

The Carbon Reduction Program (CRP) is a Federal Highway Administration (FHWA) transportation program established in 2021 under the Infrastructure Investment and Jobs Act (IIJA) to provide funding for projects designed to reduce carbon dioxide emissions from on-road highway sources including but not limited to replacement of street lighting and traffic control devices with energy-efficient alternatives, pedestrian and bicycle infrastructure, public transportation projects, and acquisition, installation, or operation of publicly accessible EV charging infrastructure.

A formula is used to apportion CRP funds to each state based on its population as a ratio of the nation's total population. The Washington State Department of Transportation (WSDOT) then provides regional allocations of the funds to the Cowlitz-Wahkiakum Council of Governments (CWCOG), relative to census information, to advance local priorities within Cowlitz County. Through a call for projects, the CWCOG distributes these funds to Cowlitz County regional priority projects based on criteria derived from the Metropolitan and Regional Transportation Plan (M/RTP) goals and policies. Criteria is also developed to assist Washington State to be able to meet its federal performance targets.

The last regular CRP Call for Projects occurred in 2023 and resulted in two project awards on January 25, 2024 through Resolution No. 24-02. There was also a special call for projects in 2024 that resulted in two awards on April 25, 2024 through Resolution No. 24-08. Since these previous calls for projects, one of the awards was returned and another had the CRP funds swapped out for STBG dollars. The two remaining projects that have, or will, obligate CRP funds are both in urban areas. There are no existing projects scheduled to use the CRP funding allocated to rural areas. There is an estimated \$336,714 available for CRP that needs to be distributed to a rural project. This special call for project is intended to select one or more rural projects for these estimated funds.

The application period will be from March 2nd through March 12th. Based on discussions with the Cowlitz Area Technical Advisory Committee about the proposed process for this call for projects, CWCOG staff will provide a ranked list with a funding recommendation to be brought back to the Board of Directors for their review at the March 2026 meeting.

Policy Implications

As an MPO, the CWCOG Board of Directors is tasked with administering CRP funding for Cowlitz County.

Budget Implications

None.

Staffing Implications

The CWCOG budget includes the FTEs to accomplish this work.

Executive Committee Review

None.

For more information, please contact Robert Stevens at 360-577-3041. Attached is a resolution for your consideration as well as a copy of the Call for Projects guidance.

Attachments

Cowlitz-Wahkiakum Council of Governments (CWCOG)

Implementation of Carbon Reduction)
Program Guidance for the)
2026 Special Call for Projects)

RESOLUTION NO. 26-05

WHEREAS, the federal Infrastructure Investment and Jobs Act (IIJA) provides for a Carbon Reduction Program (CRP), using federal transportation and state, local matching funds, or toll credits; and

WHEREAS, the Cowlitz-Wahkiakum Council of Governments (CWCOG), as a bi-state Metropolitan Planning Organization for Cowlitz County, Washington and Rainier, Oregon, is responsible for administering the CRP for Cowlitz County; and

WHEREAS, local guidance for CRP will facilitate administration of the estimated \$336,714 available for one or more rural projects; and

WHEREAS, the CRP funds will be awarded based on a competitive and prioritized call for projects;

NOW, THEREFORE, BE IT RESOLVED that by affirmative action on this resolution, the CWCOG Board of Directors does hereby adopt the Carbon Reduction Program guidance for the 2026 special Call for Projects and allows the CWCOG agency to implement said guidance.

PASSED AND APPROVED this 26th day of February 2026.

William A. Fashing, Executive Director

Mike Karnofski, Chair



**Carbon Reduction Program
2026 Special Call for Projects**

The Carbon Reduction Program (CRP) is a federal-aid transportation program established in the Infrastructure Investment and Jobs Act providing funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Eligible projects include replacement of street lighting and traffic control devices with energy-efficient alternatives; bicycle/pedestrian improvements eligible under the Transportation Alternatives program; a public transportation project under 23 USC 142; or acquisition, installation, or operation of publicly accessible EV charging infrastructure.¹

This special call for projects is intended to select one or more eligible rural projects to use available CRP funds.

Funding Available

The total amount of federal funds estimated to be available through this special call for projects is **\$336,714**. Below are details on the total allocations and total amount awarded that were used to calculate the estimated funding available. These funds available are for a rural project.

FFY 2022 – 2026 Allocations		Awarded Projects	
FFY 2022	\$246,412	Gun Club Road	\$155,075
FFY 2023	\$214,174	Citywide Pedestrian Improvements	\$676,586
FFY 2024	\$236,201		
FFY 2025	\$235,794		
FFY 2026 (estimated)	\$235,794		
Total Allocations	\$1,168,375	Total Awarded	\$831,661

Please be aware that all funds programmed through this special call for projects are subject to modification, pending Washington State Department of Transportation (WSDOT) confirmation of funding availability.

Screening Criteria

To be eligible for CRP funding, a project must meet the **screening criteria** outlined in this section. The screening criteria below follows federal and state funding requirements. Projects not meeting these criteria will not be considered for funding.

¹ For a complete list of CRP eligible projects refer to https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm.

- The submission must include the CWCOG application form and vicinity map. Other documents such as a detailed cost estimate, photos, maps, and/or conceptual designs are recommended, but not required. An application must be submitted online using the form available at this link **(TO BE ADDED AFTER BOARD APPROVAL)**. The online form will allow required, and recommended, documents to be uploaded as attachments.
- Project must be consistent with the goals and policies of the Metropolitan and Regional Transportation Plan. Please visit the CWCOG website and click on Document Library under the Resources menu to review Moving Forward 2050, the Metropolitan & Regional Transportation Plan, or alternatively use this direct link (https://www.cwcog.org/wp-content/uploads/bsk-pdf-manager/2023/12/ADOPTED_MovingForward2050.pdf).
- CRP projects must be consistent with the 2023 Washington Statewide Carbon Reduction Strategy.
- Project must be located outside of an FHWA urban area.
- Project must be locally administered. By submitting a project, the local government entity is committing funds to sponsor said project. The applicant (if awarded) shall be responsible for all federal and state reporting requirements associated with CRP funding. The local government entity is also expected to make annual reports to CWCOG when requested.
- Applicant must be an eligible agency.
- All projects shall be administered by a Certification Acceptance (CA) agency. Non-CA agencies may apply for CRP funds but must have a CA agency sponsor for the project. For non-CA agencies, a letter must be provided at the time of application to confirm the CA agency has agreed to sponsor the project.
- All projects on, or crossing, a WSDOT facility must provide a concurrence letter indicating that WSDOT is in support of the project.
- Project proposal includes a minimum local match of 13.5 percent unless requesting use of toll credits in lieu of the non-federal share. Agencies that receive CRP funding are responsible for providing non-federal matching funds. A couple of notes about toll credits.
 - Toll credits may not be used for a project that already has other non-federal funding such as TIB or CRAB.
 - If toll credits become unavailable in the future due to federal transportation act reauthorization or change in WSDOT policy, project sponsors will be responsible to provide matching funds.
 - To request toll credits applicants must indicate it on the CRP Application Form.

Project Review, Prioritization, and Award Process

CWCOG has the responsibility to administer CRP funds in a way that supports the M/RTP and established funding priorities. Projects must be regionally significant or considered important to the local transportation network. The intent of the project review, selection, and award process is to provide the opportunity to fund regional/countywide funding priorities, while implementing the M/RTP's goals, policies, and strategies.

Review. Each project submitted will be evaluated by CWCOG staff first for compliance with the screening criteria. All projects meeting the screening criteria will be considered in the second round of evaluation. CWCOG staff will review, and rank, projects based on the applicable evaluation criteria in this guidance document (see page 5).

The evaluation criteria are based on the M/RTP's goals, policies, and strategies as well as project readiness. The weights used for each criterion were determined based on Cowlitz Area Technical Advisory Committee (CATAC) discussion.

Prioritization. Projects will be ranked based on how well they meet the applicable evaluation criteria.

Award. Staff will make a funding recommendation based upon the estimated amount of available CRP funds, the project's rank/prioritization, and the funding requested by each agency for the proposed project. All ranked/prioritized projects will be forwarded to the CWCOG Board of Directors for final consideration. The CWCOG Board of Directors has the sole authority to make project selections.

Recipients of CRP funds will receive written notification of funding approval within one week of the CWCOG Board of Directors decision. All projects funded with CRP funds must be included or amended into the Metropolitan and Regional Transportation Improvement Program (M/RTIP) and the Statewide Transportation Improvement Program (STIP) showing full phase/project funding prior to being able to receive authorization for the federal funding. It is the responsibility of the applicant to coordinate with CWCOG to request an M/RTIP amendment. Selected projects will also need to enter into a Local Agency Agreement (LAA) with WSDOT's Local Programs office to authorize the federal funding or submit a request to WSDOT Local Programs to transfer funds to another federal agency.

Project Scope Changes

Any project scope changes will need to be approved by CWCOG staff or the CWCOG Board of Directors. The applicant must notify CWCOG staff of any scope changes. Minor scope changes will be reviewed by CWCOG staff. A major scope change will need to be reviewed by the CWCOG Board of Directors. The difference between a minor or major scope change is explained below.

- A minor scope change is when there is no change to the project limits and no request for additional CRP funds.
- A major scope change is when there is a change to the project limits and/or a request for additional CRP funds.

Contingency List

A list of contingency projects may be developed in addition to the selected project list. A project from the contingency list may be chosen to move forward if a selected one fails to obligate the funding award. CWCOG is not required to provide funding for any project listed on the contingency list.

Project Programming and Obligation

Programming. Projects awarded CRP funding through this special call for projects will be programmed in 2026.

Obligation. The timely obligation of awarded funds is critical for the CWCOG to meet the regional obligation authority delivery target set by WSDOT. Obligation shall occur no later September 15th of the federal fiscal year authorized. Failure to obligate as planned risks the award being rescinded and the region receiving a sanction ("lost funding").

Timeline

Date(s)	Description
February 26, 2026	CWCOG Board of Directors Consideration of 2026 CRP Special Call for Projects Guidance
March 2, 2026	Call for Projects Opens
March 12, 2026	Call for Projects Closes
March 12 – 17, 2026	CWCOG Staff Completes Review of Applications
March 26, 2026	CWCOG Board of Directors Reviews Staff Recommendation / Makes Project Selection
By April 2, 2026	Award Letter(s) Mailed
By May 4, 2026	Deadline to Accept Award / Return Award Letter
January 2027 & Annually Thereafter Until Project Closed by WSDOT	CWCOG Annual Report to be Completed and Submitted

Evaluation Criteria	Weight	Score	Weighted Score
Safety (Maximum Points – 40)			
A. Project addresses an existing safety concern. At least one of the following safety concerns must be identified as being addressed by the project. <ul style="list-style-type: none"> ▪ Lack of separated bicycle and pedestrian facilities for user groups ▪ Lack of safe bicycle and/or pedestrian crossing ▪ High volumes/speeds on (or near) transportation corridor ▪ Other identified safety concern(s) clearly identified and explained in application 	4	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	20 Points Max.
B. Project includes improvements to separate bicycles and/or pedestrians from vehicular traffic. (Note: Separation between bicycles/pedestrians and vehicles could include, but not be limited to, shared-use path, recreational trail, buffered bike lane, flexible delineator, or use of public transit.)	4	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	20 Points Max.
Connectivity (Maximum Points – 30)			
A. Project improves transportation connections to park and ride lots, local bus routes, or traffic generators (retail, services, schools, parks, or recreational centers).	3	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	15 Points Max.
B. Project connects gaps in the transportation network.	3	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	15 Points Max.
Carbon Reduction (Maximum Points – 20)			
A. Project will help to reduce transportation emissions, defined as Carbon Dioxide (CO2) emissions.	4	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	20 Points Max.
Project Readiness (Maximum Points – 10)			
A. Project application included a detailed cost estimate.	1	Yes = 2 No = 0	2 Points Max.
B. Project application has provided a schedule with at least 12 – 18 months between preliminary engineering and construction obligation (see ‘C’ and ‘D’ for additional time that may need to be added to the project schedule).	1	Yes = 1 No = 0 Planning Projects = 1	1 Point Max.

C. Project would require coordination with a railroad.	1	Yes = 1 (if project schedule has provided an additional 12-18 months allowing time to coordinate) No = 1 Planning Projects = 1	1 Point Max.
D. Project will require acquisition of one or more properties, permanent easements, or temporary easements.	1	Yes = 1 (if project schedule has provided an additional 24-30 months allowing time to complete all right-of-way certification requirements) No = 1 Planning Projects = 1	1 Point Max.
E. Project application has provided a detailed description of all requirements to obligate FHWA CRP funds (if selected) and to successfully manage the federal-aid transportation project from beginning to end.	1	Excellent Response = 5 Good Response = 3 Average Response = 1 Not Satisfactory Response = 0	5 Points Max.
Maximum Points			100



PO Box 128 ~ Kelso, WA 98626
959 11th Avenue / Suite A ~ Longview, WA 98632
(360) 577-3041 ~ www.cwcog.org

DATE: February 19, 2026
TO: Cowlitz-Wahkiakum Council of Governments Board of Directors
Representatives and Alternates
FROM: William A. Fashing, Executive Director
SUBJECT: Resolution 26-06: Surface Transportation Block Grant 2026 Regular Call for Projects

Request

Staff requests the consideration of Resolution No. 26-06 to implement the Surface Transportation Block Grant guidance for a regular Call for Projects.

Background

The Surface Transportation Block Grant (STBG) is a Federal Highway Administration (FHWA) transportation program. The STBG program provides flexible funding to states and localities for transportation improvement projects ranging from general planning to planning and constructing projects on Federal-aid highways, bridge projects, pedestrian and bicycle infrastructure, transit capital projects, and Electric Vehicle (EV) charging infrastructure.

A formula is used to apportion STBG funds to each state based on its population as a ratio of the nation's total population. The Washington State Department of Transportation (WSDOT) then provides regional allocations of the funds to the Cowlitz-Wahkiakum Council of Governments (CWCOG), relative to census information, to advance local priorities within Cowlitz County. Through a call for projects, the CWCOG distributes these funds to Cowlitz County regional priority projects based on criteria derived from the Metropolitan and Regional Transportation Plan (M/RTP) goals and policies. Criteria is also developed to assist Washington State with meeting its federal performance measure targets.

The last regular STBG Call for Projects was in 2023 and resulted in 7 projects being awarded STBG funding on January 25, 2024 by Resolution No. 24-02. A special call for projects was also held in 2024 resulting in 4 projects being awarded STBG funds on April 25, 2024 by Resolution No. 24-08.

This call for project is intended to distribute about \$3.6 million of STBG funds. These available funds are allocated as follows: \$1,724,406 for the Longview Urban Area, \$147,766 for the Woodland Urban Area, \$552,082 for rural areas, and \$1,209,248 for either urban or rural. On the top of the next page is a table showing the breakdown of the estimated STBG funds available.

	Longview Urban Area	Woodland Urban Area	Rural	Urban or Rural	Total
Redistributed / Sanctioned Funds				\$1,937,118	\$1,937,118
FFY 2028	\$920,703	\$92,133	\$294,291	\$372,587	\$1,679,714
FFY 2029	\$920,703	\$92,133	\$294,291	\$372,587	\$1,679,714
Less Existing Projects' Awards	(\$117,000)	(\$36,500)	(\$36,500)	(\$1,473,044)	(\$1,663,044)
Total Estimated STBG Funds Available	\$1,724,406	\$147,766	\$552,082	\$1,209,248	\$3,633,502

It should be noted that the \$1,937,118 on the first row of the table are redistributed and sanctioned funds for Federal Fiscal Year 2025 (October 1, 2024 – September 30, 2025) the CWCOG received. These redistributed and sanctioned funds are one-time funds to the CWCOG for the Cowlitz County area in addition to regular annual allocations. These funds were able to be captured for the region because all project obligations combined exceeded the regional obligation target for the year, and two projects obligated before June 30, 2025 (the deadline to be eligible for redistributed funding).

The application period for this call for projects will be from March 5th through April 20th at 12:00 Noon. A Cowlitz Area Technical Advisory Committee ranked list with funding recommendations will be brought back to the Board of Directors for their review at the May 2026 meeting.

Policy Implications

As an MPO, the CWCOG Board of Directors is tasked with administering STBG funding for Cowlitz County.

Budget Implications

None.

Staffing Implications

The CWCOG budget includes the FTEs to accomplish this work.

Executive Committee Review

None.

For more information, please contact Robert Stevens at 360-577-3041. Attached is a resolution for your consideration as well as a copy of the Call for Projects guidance.

Attachments

Cowlitz-Wahkiakum Council of Governments (CWCOG)

Implementation of Surface Transportation)
Block Grant Guidance for the)
2026 Call for Projects)

RESOLUTION NO. 26-06

WHEREAS, the federal Infrastructure Investment and Jobs Act (IIJA) provides for a Surface Transportation Block Grant (STBG) program, using federal transportation and state, local matching funds, or toll credits; and

WHEREAS, the Cowlitz-Wahkiakum Council of Governments (CWCOG), as a bi-state Metropolitan Planning Organization for Cowlitz County, Washington and Rainier, Oregon, is responsible for administering both the STBG program in Cowlitz County; and

WHEREAS, local guidance for STBG will facilitate administration of the estimated \$3,633,502 available for STBG awards (allocated as \$1,724,406 for the Longview Urban Area, \$147,766 for the Woodland Urban Area, \$552,082 for rural areas, and \$1,209,248 for either urban or rural); and

WHEREAS, the STBG funds will be awarded based on a competitive and prioritized call for projects;

NOW, THEREFORE, BE IT RESOLVED that by affirmative action on this resolution, the CWCOG Board of Directors does hereby adopt the Surface Transportation Block Grant guidance for the 2026 regular Call for Projects and allows the CWCOG agency to implement said guidance.

PASSED AND APPROVED this 26th day of February 2026.

William A. Fashing, Executive Director

Mike Karnofski, Chair



**Surface Transportation Block Grant
2026 Regular Call for Projects**

The Surface Transportation Block Grant (STBG) program is a federal-aid transportation program, which provides flexible funding that may be used by states and localities for transportation improvement projects. Eligible projects range from general planning, planning and constructing projects on Federal-aid highways, bridge projects, pedestrian and bicycle infrastructure, transit capital projects, or Electric Vehicle (EV) charging infrastructure.

The last regular STBG call for projects occurred in 2023 with project selections in January 2024. A special call for projects was also completed in 2024. Between both calls for projects funding awards were provided for 10 projects. In late 2025 the Cowlitz-Wahkiakum Council of Governments (CWCOG) received redistributed and sanctioned funds (“additional allocation”) for delivering more than the Federal Fiscal Year (FFY) 2025 annual obligation target. This call for projects is intended to select projects for two fiscal years (FFY 2028 and 2029) and distribute the one-time additional allocation received last year.

Funding Available

The 2025 allocation was \$1,679,714. About 55% is available to be spent in the Longview Urban Area (population over 50,000), 6% percent in the Woodland Urban Area (population 5,000 to 50,000), 18% percent in rural areas (population less than 5,000), and 22% anywhere in the county. The estimate of STBG funds available to be programmed through this regular call for projects is **\$3,633,502** (see table on the next page for more information).

Surface Transportation Block Grant Available Funding					
	Urban Areas > 50,000	Urban Areas > 5,000 < 50,000	Rural Areas < 5,000	Any Area	Total
Redistributed/Sanctioned Funding (“Additional Allocation”)¹				\$1,937,118	\$1,937,118
FFY 2028	\$920,703	\$92,133	\$294,291	\$372,587	\$1,679,714
FFY 2029	\$920,703	\$92,133	\$294,291	\$372,587	\$1,679,714
Less Existing Projects with Obligation Scheduled 2027 or Later	(\$117,000)	(\$36,500)	(\$36,500)	(\$1,473,044)	(\$1,663,044)
Total Estimated STBG Funds Available	\$1,724,406	\$147,766	\$552,082	\$1,209,248	\$3,633,502

¹ WSDOT has not provided a funding split for the redistributed/sanctioned funding. Should a funding split other than ‘Any Area’ be provided at a later date a rebalancing of funds available by area may be.

Please be aware that all funds programmed through this regular call for projects are subject to modification, pending Washington State Department of Transportation (WSDOT) confirmation of funding availability.

Screening Criteria

To be eligible for STBG funding, a project must meet the **screening criteria** outlined in this section. The criteria below follow federal and state funding requirements. Projects not meeting these criteria will not be considered for funding.

- Submission must include a completed CWCOG application form and vicinity map. Other documents such as a detailed cost estimate, photos, maps, and/or conceptual designs are recommended, but not required. An application must be submitted online using the form available at this link (**TO BE ADDED FOLLOWING BOARD APPRVAL**). The online form will allow required, and recommended, documents to be uploaded as attachments.
- Project must be consistent with the goals and policies of the Metropolitan and Regional Transportation Plan. Please visit the CWCOG website and click on Document Library under the Resources menu to review Moving Forward 2050, the Metropolitan & Regional Transportation Plan, or alternatively use this direct link (https://www.cwcog.org/wp-content/uploads/bsk-pdf-manager/2023/12/ADOPTED_MovingForward2050.pdf).
- STBG projects must be located on a road functionally classified as equal to or higher than rural minor collectors (bicycle and pedestrian projects can be located on any public roadway or off-road trail). For more information on eligible project locations, please refer to 23 U.S. Code § 133(c).
- Project must be locally administered. By submitting a project, the municipality or local government entity is committing funds to sponsor said project. The applicant (if awarded) shall be responsible for all federal and state reporting requirements associated with STBG funding. The local government entity is also expected to make annual reports to CWCOG when requested.
- Applicant must be an eligible agency. All projects shall be administered by a Certification Acceptance (CA) agency. Non-CA agencies may apply for STBG funds but must have a CA agency sponsor for the project. For non-CA agencies, a letter must be provided at the time of application to confirm the CA agency has agreed to sponsor the project.
- Project proposal includes a minimum local match of 13.5 percent unless requesting use of toll credits in lieu of the non-federal share. Should toll credits no longer be available after a project is selected, a 13.5 percent match will be required. Agencies that receive funding are responsible for providing matching funds.
- All projects on, or crossing, a WSDOT facility must provide a concurrence letter indicating that WSDOT is in support of the project.

Project Review, Prioritization, and Award Process

CWCOG has the responsibility to administer STBG funds in a way that supports the Metropolitan and Regional Transportation Plan (M/RTP) and established funding priorities. Projects must be regionally significant or considered important to the local transportation network. The intent of the project review, selection, and award process is to provide the opportunity to fund regional/countywide funding priorities, while implementing the

M/RTP's goals, policies, and strategies.

Review. Each project submitted will be evaluated first by CWCOG staff using the screening criteria. All projects meeting the screening criteria will be forwarded to the Cowlitz Area Technical Advisory Committee (CATAC) for the second level of evaluation. CATAC members will review, and rank, projects based on the applicable evaluation criteria in this guidance document (see pages 6 and 7).

Please note CATAC members will not be able to evaluate their own projects. The evaluation criteria for both programs are based on the M/RTP's goals, policies, and strategies as well as project readiness. The weights used for each criterion were determined based on CATAC discussion about current project priorities. Weighting is different for the rural and urban STBG evaluation criteria.

Prioritization. Projects will be ranked based on how well they meet the applicable evaluation criteria.

Award. Staff and CATAC members will make funding recommendations based upon the estimated amount of available STBG funds, the project's rank/prioritization, the funding requested by each project, and whether a project requests funding under one or either program. All ranked/prioritized projects will be forwarded to the CWCOG Board of Directors for consideration. The CWCOG Board of Directors has the sole authority to make project selections.

Recipients of STBG funds will receive written notification of funding approval within 1 – 2 weeks of the CWCOG Board of Directors decision. All projects funded with STBG funds must be included or amended into the Metropolitan and Regional Transportation Improvement Program (M/RTIP) and the Statewide Transportation Improvement Program (STIP) showing full phase/project funding prior to being able to receive authorization for the federal funding. It is the responsibility of the applicant to coordinate with CWCOG to request an M/RTIP amendment. Selected projects will also need to enter into a Local Agency Agreement (LAA) with WSDOT's Local Programs office to authorize the federal funding.

Project Scope Changes

Any project scope changes will need to be approved by CWCOG staff or the CWCOG Board of Directors. The applicant is responsible to notify CWCOG staff of any scope changes. Minor scope changes will be reviewed by CWCOG staff. A major scope change will need to be reviewed by the CWCOG Board of Directors. The difference between a minor or major scope change is explained below.

- A minor scope change is when there is no change to the project limits and no request for additional STBG funds.
- A major scope change is when there is a change to the project limits and/or a request for additional STBG funds.

Contingency List

A list of contingency projects may be developed in addition to the selected project list. A project from the contingency list may be chosen to move forward if an existing project fails to obligate, an existing project returns the funds, or a new project is needed quickly to fill a regional obligation target shortfall. CWCOG is not required to provide funding for any project listed on the contingency list. The CWCOG Board of Directors may consider projects for funding through a new call for projects or by selecting contingency list projects. Any contingency list is only in place until the next regular call for projects.

Project Programming and Obligation

Programming. Projects awarded STBG funding through this regular call for projects will primarily be programmed in 2027 - 2029. Project readiness will be considered in the award process. The award letter

will specify the year(s) that a project’s phases are programmed and the amount of STBG funds. It is important to note the year(s) STBG funds will be programmed in the M/RTIP and STIP is for fiscal constraint purposes. Projects may obligate early and are strongly encouraged to do so.

Obligation. The timely obligation of awarded funds is critical for the CWCOG to meet the regional obligation authority delivery target set by WSDOT. To ensure delivery targets are met, the award letter will list the year obligation is planned. CWCOG wants local agencies to work towards having final authorization packets submitted to WSDOT Local Programs by June 30th of the year obligation is planned. Submittal to Local Programs by June 30th allows for potential delays in processing by WSDOT/FHWA. In no case shall an obligation occur later than September 15th of the year programmed. Failure to obligate funds by September 15th of the year programmed may result in the unobligated portion of an STBG award being lost.

Timeline

Date(s)	Description
February 26, 2026	CWCOG Board of Directors Consideration of 2026 STBG Regular Call for Projects Guidance
March 5, 2026	Call for Projects Opens
April 20, 2026 @ 12:00 Noon	Call for Projects Closes
April 20 – 23, 2026	CWCOG Staff Completes Initial Review / Forwards to the CATAAC
May 7, 2026	CATAAC Reviews, Ranks, & Prioritizes Applications During Regular Meeting
May 28, 2026	CWCOG Board of Directors Reviews CATAAC Recommendations / Makes Project Selections
By June 11, 2026	Award Letters Mailed
By July 9, 2026	Signed Award Letters Returned to CWCOG
January 2027 & Annually Thereafter Until Project Closed by WSDOT	CWCOG Annual Report to be Completed and Submitted

STBG - Rural Evaluation Criteria	Weight	Score ²	Weighted Score
Economic Vitality (Maximum Points - 10)			
A. Provides access to new economic opportunities	1	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	5 Points Max.
B. Aligns with the regional goals for growth in the Comprehensive Economic Development Strategy	1	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	5 Points Max.
System Preservation and Enhancement (Maximum Points – 30)			
A. Preserves/rehabilitates existing facilities and networks	3	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	15 Points Max.
B. Improves/rebuilds existing facilities and networks	2	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	10 Points Max.
C. Improves the design and operation of intersections	1	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	5 Points Max.
Safety (Maximum Points – 40)			
A. Reduces frequency and/or severity of roadway crashes	4	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	20 Points Max.
B. Eliminate or minimize other safety hazards within the system	4	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	20 Points Max.
Choice and Mobility (Maximum Points – 10)			
A. Creates or improves connection to park and ride lots, local bus routes, and/or bicycle and pedestrian facilities	1	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	5 Points Max.
B. Improves connection of population centers with employment and activity centers	1	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	5 Points Max.
Project Readiness (Maximum Points – 10)			
A. Project application included a detailed cost estimate.	1	Yes = 2 No = 0	2 Points Max.

² Applications may receive a score of 5, 4, 3, 2, 1, or 0 under the Economic Vitality, System Preservation and Enhancement, Safety, Choice and Mobility, and Project Readiness 'E' sections of the evaluation criteria.

B. Project application has provided a schedule with at least 12 – 18 months between preliminary engineering and construction obligation (see 'C' and 'D' for additional time that may need to be added to the project schedule).	1	Yes = 1 No = 0 Planning Projects = 1	1 Point Max.
C. Project would require coordination with a railroad.	1	Yes = 1 (if project schedule has provided an additional 12-18 months allowing time to coordinate) No = 1 Planning Projects = 1	1 Point Max.
D. Project will require acquisition of one or more properties, permanent easements, or temporary easements.	1	Yes = 1 (if project schedule has provided an additional 24-30 months allowing time to complete all right-of-way certification requirements) No = 1 Planning Projects = 1	1 Point Max.
E. Project application has provided a detailed description of all requirements to obligate FHWA STBG funds (if selected) and to successfully manage the federal-aid transportation project from beginning to end.	1	Excellent Response = 5 Good Response = 3 Average Response = 1 Not Satisfactory Response = 0	5 Points Max.
Maximum Points			100

STBG - Urban Evaluation Criteria	Weight	Score ³	Weighted Score
Economic Vitality (Maximum Points - 15)			
A. Provides access to new economic opportunities	1	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	5 Points Max.
B. Aligns with the regional goals for growth in the Comprehensive Economic Development Strategy	2	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	10 Points Max.
System Preservation and Enhancement (Maximum Points – 35)			
A. Preserves/rehabilitates existing facilities and networks	3	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	15 Points Max.
B. Improves/rebuilds existing facilities and networks	2	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	10 Points Max.
C. Improves the design and operation of intersections	2	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	10 Points Max.
Safety (Maximum Points – 25)			
A. Reduces frequency and/or severity of roadway crashes	3	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	15 Points Max.
B. Eliminate or minimize other safety hazards within the system	2	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	10 Points Max.
Choice and Mobility (Maximum Points – 15)			
A. Creates or improves connection to park and ride lots, local bus routes, and/or bicycle and pedestrian facilities	2	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	10 Points Max.
B. Improves connection of population centers with employment and activity centers	1	Significantly = 5 Moderately = 3 Slightly = 1 Not at All = 0	5 Points Max.
Project Readiness (Maximum Points – 10)			
A. Project application included a detailed cost estimate.	1	Yes = 2 No = 0	2 Points Max.

³ Applications may receive a score of 5, 4, 3, 2, 1, or 0 under the Economic Vitality, System Preservation and Enhancement, Safety, Choice and Mobility, and Project Readiness 'E' sections of the evaluation criteria.

B. Project application has provided a schedule with at least 12 – 18 months between preliminary engineering and construction obligation (see 'C' and 'D' for additional time that may need to be added to the project schedule).	1	Yes = 1 No = 0 Planning Projects = 1	1 Point Max.
C. Project would require coordination with a railroad.	1	Yes = 1 (if project schedule has provided an additional 12-18 months allowing time to coordinate) No = 1 Planning Projects = 1	1 Point Max.
D. Project will require acquisition of one or more properties, permanent easements, or temporary easements.	1	Yes = 1 (if project schedule has provided an additional 24-30 months allowing time to complete all right-of-way certification requirements) No = 1 Planning Projects = 1	1 Point Max.
E. Project application has provided a detailed description of all requirements to obligate FHWA STBG funds (if selected) and to successfully manage the federal-aid transportation project from beginning to end.	1	Excellent Response = 5 Good Response = 3 Average Response = 1 Not Satisfactory Response = 0	5 Points Max.
Maximum Points			100

COWLITZ-WAHKIAKUM COUNCIL OF GOVERNMENTS
 BUDGET/EXPENDITURE REPORT
 QUARTER ENDING 12/31/25 (Closed 01/31/26)

DESCRIPTION	Revised Budget	THRU 12/31/25	BAL OF BUDGET REMAINING	%
<u>Beginning Cash & Investments</u>				
Reserved		0		
Unreserved		655,295		
<u>Operating Revenues</u>				
				<i>% Received</i>
Direct Federal	190,300	183,475.50	6,825	96%
Indirect Federal	704,496	478,721.48	225,775	68%
State	372,756	339,168.94	33,587	91%
Interlocal (<i>Membership / Match</i>)	523,998	491,224.38	32,774	94%
Goods & Services (<i>Contractual Agreements</i>)	11,000	3,276.87	7,723	30%
Interest & Other Earnings (<i>Fees / Reimb Services</i>)	10,000	5,680.00	4,320	57%
Private Grants	0	0.00	0	0%
Miscellaneous	0	0.00	0	0%
 Total Operating Revenues	 1,812,550	 1,501,547.17	 311,003	 87%
<u>Operating Expenditures</u>				
				<i>% Expended</i>
Labor	1,011,736	893,248.65	118,487	88%
Services - Professional	426,395	280,423.28	145,972	66%
Services - Financial	44,640	43,628.49	1,012	98%
Services - Rent/Maintenance	59,610	12,980.41	46,630	22%
Services - Technology	38,632	27,136.75	11,495	70%
Travel / Training	21,050	12,905.60	8,144	61%
Subscriptions / Memberships	51,920	41,338.43	10,582	80%
Indirect / Program Support Costs	55,567	54,712.47	855	98%
Inter-governmental Services	35,000	29,856.66	5,143	85%
Capital / Debt Leases	68,000	64,087.00	3,913	94%
 Total Operating Expenditures	 1,812,550	 1,460,317.74	 352,232	 84%
<u>Net Operating Increase (Decrease)</u>		41,229		
 <u>Ending Cash and Investments</u>		696,525		
<u>Ending Net Cash & Investments</u>				
Reserved		0		
Unreserved		696,525		



Executive Committee ~ Regular Meeting/Hybrid
Port of Longview / 10 International Way, Longview WA 98632
Video Conferencing ~ Zoom
Thursday, October 23, 2025 ~ 1:00 PM

MINUTES

Members Present: Mike Karnofski, David Olson, Troy Stariha, MaryAlice Wallis, Lee Tischer, Paul Helenberg

Staff Present: Bill Fashing, Anisa Kisamore, Rachele Nugent

1. Call to Order

Chair, Mike Karnofski, called the Cowlitz-Wahkiakum Council of Governments' (CWCOG) Executive Committee (EC) meeting to order at 12:19 p.m.

2. Action Items

A. September 25, 2025 Regular Meeting Minutes*

Lee Tischer made a motion to approve September 25, 2025, Regular EC meeting minutes. Motion was seconded and approved.

B. September 2025 Expenditures

David Olson made a motion to approve the September expenditures in the amount of \$117,443.46. Motion was seconded and approved.

C. Recommendation on 2026 Nominating Committee Members

The following names were considered for the 2026 Nominating Committee: Chairperson Mike Karnofski, Vice Chairperson Troy Stariha, and EC members Lee Tischer and MaryAlice Wallace.

The Committee approved by consensus all persons named for recommendation to the Board of Directors at their November meeting.

3. Information Items / Executive Session

A. Executive Director Performance Evaluation

Mike Karnofski called the EC into executive session for discussion. The outcome of that session was to direct staff to include a 3% COLA (Cost of Living Adjustment), a 3% performance adjustment, and a \$400 per month travel stipend. Mike, as Chairperson, will draft a performance review outcome letter for Bill's employee file.

4. Executive Director's Report

Bill gave an update on 2026 benefit packages being considered by the agency for employees. The CWCOG has requested Gallagher, the agency's insurance broker, to include an additional Kaiser plan choice that has dual benefit. Firstly, to the employer by considerably lowering monthly costs for such a plan. And secondly, to the employee by establishing a HRA VEBA account to hold employer paid contribution dollars over and above the amount of the plan's premium

The CWCOG operates in accordance with all applicable federal and state laws, including Title VI of the Civil Rights Act of 1964, without regard to race, color, national origin, religion, sex, sexual orientation, marital status, age or disability. Those persons with limited English Proficiency may request language assistance through oral, visual, and/or written translation at no cost to the individual. For assistance or questions regarding the CWCOG's Title VI or Limited English Proficiency policies or to file a complaint, please contact the Agency's Title VI Coordinator at (360) 577-3041.

and up to the minimum benefit cap equally applied to all employees. These dollars, if not used, can be carried forward from year to year by the employee.

Bill also gave a brief review of the financial/single audit and the status of the accountability audit. As it stands, auditors have commented that there is no financial fraud or mismanagement of funds. Final outcomes will be presented at the exit conference.

5. Adjourn

Before adjourning Mike Karnofski requested a cost renovation report of the new office space to be brought before the EC at their next meeting. He then adjourned the meeting at 1:02 p.m.



William A. Fashing, Executive Director



Mike Karnofski, Chair



Anisa Kisamore, Administrative Director



Executive Committee ~ Regular Meeting/Hybrid
Port of Longview / 10 International Way, Longview WA 98632
Video Conferencing ~ Zoom
Thursday, November 20, 2025 ~ 1:00 PM

MINUTES

Members Present: Mike Karnofski, David Olson, Troy Stariha, MaryAlice Wallis, Lee Tischer

Staff Present: Bill Fashing, Anisa Kisamore, Rachelle Nugent

1. Call to Order

Chair, Mike Karnofski, called the Cowlitz-Wahkiakum Council of Governments' (CWCOG) Executive Committee (EC) meeting to order at 12:46 p.m.

2. Action Items

A. October 2025 Expenditures

Due to lack of quorum at the Board of Directors meeting prior, the EC was called to order to approve agency payables. David Olson made a motion to approve the October expenditures in the amount of \$113,129.79. Motion was seconded and approved.

3. Adjourn

Mike Karnofski adjourned the meeting at 12:50 p.m.

Handwritten signature of William A. Fashing in blue ink.

William A. Fashing, Executive Director

Handwritten signature of Mike Karnofski in blue ink.

Mike Karnofski, Chair

Handwritten signature of Anisa Kisamore in blue ink.

Anisa Kisamore, Administrative Director



PO Box 128 ~ Kelso, WA 98626
959 11th Avenue / Suite A ~ Longview, WA 98632
(360) 577-3041 ~ www.cwco.org

February 12, 2026

Ashley McBunch
Washington Department of Commerce
1011 Plum Street SE
P.O. Box 42525
Olympia, WA 98504-2525

RE: WHEELhouse Capital Capacity Grant Request

Dear Ms. McBunch,

On behalf of the Cowlitz-Wahkiakum Council of Governments (CWCOG), I am writing to express our full support for the WHEELhouse Capital Capacity Grant application. As the Economic Development District for Cowlitz and Wahkiakum counties, we recognize this project as a vital component of our regional economic strategy.

The WHEELhouse proposal directly aligns with our **Comprehensive Economic Development Strategy (CEDS)**, which prioritizes the preservation and revitalization of cultural and historical heritage facilities as a driver for regional tourism and economic resilience in Goal C2.

This project is uniquely positioned to maximize existing federal investments. Currently, CWCOG has outstanding grant applications that directly interface with WHEELhouse's objectives:

- **US EPA Regional Assessment Grant:** This funding will provide the necessary environmental assessments for the very facilities WHEELhouse seeks to support, ensuring they are "shovel-ready" for future development.
- **FHWA Corridor Management Plan (SR 4):** Our proposed plan for the SR 4 corridor focuses heavily on these cultural resources. WHEELhouse's capacity-building work provides the localized expertise and management needed to bring the FHWA's high-level corridor vision to life.

By funding WHEELhouse, you are not just supporting a single organization; you are strengthening a multi-agency framework designed to preserve the heritage of Wahkiakum County while fostering sustainable economic growth. We strongly urge your full consideration and approval of this request.

Sincerely,

A handwritten signature in blue ink, appearing to read 'William A. Fashing', is written over a light blue horizontal line.

William A. Fashing
Executive Director



PO Box 128 ~ Kelso, WA 98626
959 11th Avenue / Suite A ~ Longview, WA 98632
(360) 577-3041 ~ www.cwcog.org

February 11, 2026

Gary Huhta, General Manager
Public Utility District No. 1 of Cowlitz County
PO Box 3007
Longview, WA 98632

RE: Cowlitz PUD I-5 Corridor Electric Distribution Capacity Upgrades

On behalf of the Cowlitz Wahkiakum Council of Governments (CWCOG), I am pleased to support Cowlitz Public Utility District's I-5 Corridor Electric Distribution Capacity Upgrades request for FY 2027 Congressionally Directed Spending.

The CWCOG serves as the federally designated Economic Development District for the two-county district including Cowlitz and Wahkiakum and develops a Comprehensive Economic Development Strategy (CEDS) for the region. Expansion of electric distribution and transmission capacity is foundational to the region's economic growth, and Cowlitz PUD's proposed project will support future economic and residential development while enhancing grid resiliency and supporting deployment of publicly available electric vehicle charging.

As the I-5 corridor continues to be developed, the proposed upgrades will allow northern Cowlitz County to benefit from job creation, new housing opportunities and an increasing tax base. The continued electrification of the transportation sector will also require new grid investments to accommodate increasing electrical loads and commercial service centers along highway interchanges.

Thank you for your work on this initiative and supporting Cowlitz County's future economic vitality.

Sincerely,

A handwritten signature in blue ink, appearing to read 'William A. Fashing', is written over a light blue horizontal line.

William A. Fashing
Executive Director

Your Voice Matters!



Fill out this short transportation survey to help make a change!

Make a difference by providing your feedback on the current and future accessible transportation needs in Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum Counties

Marque la diferencia brindando información sobre sus necesidades actuales y futuras de transporte accesible en los condados de Cowlitz, Grays Harbor, Lewis, Pacific y Wahkiakum



Scan the QR code or go to

<https://www.surveymonkey.com/r/CWCOG26Access>

You can also access the digital or print a physical survey by going to our website at www.cwcog.org

Survey Closes April 3rd, 2026

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