Cowlitz-Wahkiakum
Council of Governments
TRANSPORTATION

State Fiscal Year 2027
Unified Planning Work Program

(July 1, 2026 to June 30, 2027)

Cowlitz-Wahkiakum Council of Governments
Bi-State Metropolitan Planning Organization

Southwest Washington
Regional Transportation Planning Organization

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Metropolitan and Regional Transportation Planning Organizations Member Jurisdictions and Agencies

State Departments of Transportation

Washington State Department of Transportation

Olympic, South Central, and Southwest Regions

Oregon Department of Transportation Region 2

US Department of Transportation

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Counties

Cowlitz County

Grays Harbor County

Lewis County

Pacific County

Wahkiakum County

Cities and Towns

Aberdeen

Castle Rock

Cathlamet

Centralia

Chehalis

Cosmopolis

Elma

Hoquiam

Ilwaco

Kalama

Kelso

Long Beach

Longview

McCleary

Montesano

Morton

Mossyrock

Napavine

Oakville

Ocean Shores

Pe Ell

Rainier, OR

Raymond

South Bend

Toledo

Vader

Westport

Winlock

Woodland

Port Districts

Port of Centralia

Port of Chehalis

Port of Chinook

Port of Grays Harbor

Port of Ilwaco

Port of Kalama

Port of Longview

Port of Peninsula

Port of Willapa Harbor

Port of Woodland

Wahkiakum Port District No. 1

Wahkiakum Port District No. 2

Transit Authorities

Cowlitz Transit Authority

Grays Harbor Transit Authority

Lewis County Transit Authority

Pacific Transit System

Tribal Governments

Chinook Nation

Confederated Tribes of the Chehalis Reservation

Cowlitz Indian Tribe

Quinault Indian Nation

Shoalwater Bay Tribe

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Funding Partners

This Unified Planning Work Program has been financed in part through funding from the Federal Highway Administration, Federal Transit Administration, the Washington State Department of Transportation, and the Oregon Department of Transportation.

U.S. Department of Transportation
Federal Highway Administration

https://highways.dot.gov/

FTA
Federal Transit Administration

https://www.transit.dot.gov/

Washington State Department of Transportation

https://wsdot.wa.gov/

Oregon Department of Transportation

https://www.oregon.gov/odot/

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CWCOG Board of Directors Resolution

Cowlitz-Wahkiakum Council of Governments (CWCOG)

A Resolution Adopting the State Fiscal Year 2027 Unified Planning Work Program	)))	RESOLUTION 26-20

WHEREAS, the Cowlitz-Wahkiakum Council of Governments (CWCOG), as the bi-state Metropolitan Planning Organization (MPO) for Cowlitz County, Washington and Rainier, Oregon and the lead agency for the Southwest Washington Regional Transportation Planning Organization (SWRTPO), is responsible for developing and implementing a Unified Planning Work Program (UPWP) annually as required by federal and state regulations; and

WHEREAS, CWCOG staff has prepared and recommends approval of the State Fiscal Year 2027 UPWP for the MPO and the SWRTPO; and

WHEREAS, federal, state, and local funds in the amount of $1,351,045 have been allocated to the CWCOG and budgeted to complete the tasks and sub-tasks outlined in the UPWP while dependent upon the actions of the federal government and the Washington and Oregon legislatures; and

WHEREAS, the work program includes tasks to be carried out in and for the MPO and SWRTPO; and

WHEREAS, a legal notice was published in The Daily News [Longview, Washington] and other regional newspapers of record within the SWRTPO planning area advertising the public comment period as required by the 2025 CWCOG Public Participation Plan; and

NOW, THEREFORE, BE IT RESOLVED that the CWCOG Board of Directors does hereby adopt the State Fiscal Year 2027 Unified Planning Work Program with a total budget of $1,351,045 as presented.

PASSED AND APPROVED this 28th day of May 2026.

William A. Fashing, Executive Director

Mike Karnofski, Chair

Lists of Acronyms and Definitions

Agencies and Organizations

CWCOG: Cowlitz-Wahkiakum Council of Governments

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

GHCOG: Grays Harbor Council of Governments

MPO: Metropolitan Planning Organization

ODOT: Oregon Department of Transportation

RTPO: Regional Transportation Planning Organization

SWRTPO: Southwest Washington Regional Transportation Planning Organization

TRIP: Tribal and Regional Integrated Planning

USDOT: United States Department of Transportation

WSDOT: Washington State Department of Transportation

Laws and Funding Programs

5303: FTA Metropolitan Planning Funding

CPG: WSDOT TRIP Consolidated Planning Grant

CRP: Carbon Reduction Program

GMA: Growth Management Act

PL: FHWA Metropolitan Planning Funding

SEPA: Statewide Environmental Policy Act

STBG: Surface Transportation Block Grant

TA: Transportation Alternatives

Other

CTAC: Cowlitz Area Technical Advisory Committee

MIRE: Model Inventory of Roadway Elements

MPA: Metropolitan Planning Area

UPWP: Unified Planning Work Program

Legal References

Federal Law and Regulations

23 USC 134: Title 23 of the United States Code Section 134 provides metropolitan transportation planning requirements — https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section134&num=0&edition=prelim

Public Law 117-58: Public Law 117-58 is the Infrastructure Investment and Jobs Act; the federal transportation act signed into law by the President in November 2021 — https://www.congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf

23 CFR 450.306: Title 23 of the Code of Federal Regulations Section 450.306 provides ten metropolitan planning factors — https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#se23.1.450_1306

Washington State Law

RCW 47.04.280: Revised Code of Washington Title 47, Chapter 47.04, Section 47.04.280 provides the statewide transportation system policy goals — https://app.leg.wa.gov/RCW/default.aspx?cite=47.04.280

RCW 47.80: Revised Code of Washington Title 47, Chapter 47.80 provides requirements for Regional Transportation Planning Organizations — https://app.leg.wa.gov/RCW/default.aspx?cite=47.80&full=true

RCW 47.80.23: Revised Code of Washington Title 47, Chapter 47.80, Section 47.80.023 provides duties for Regional Transportation Planning Organizations including provisions of the Growth Management Act are met — https://app.leg.wa.gov/RCW/default.aspx?cite=47.80.023

Washington State Administrative Rules

WAC 468-86: Washington Administrative Code Title 468, Chapter 468-86 provides Regional Transportation Planning Organization Planning Standards and Guidelines — https://app.leg.wa.gov/wac/default.aspx?cite=468-86

Oregon State Administrative Rules

660-012: Oregon Administrative Rules Chapter 660 Division 12 provides for implementation of Oregon Statewide Planning Goal 12 (Transportation) — https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062

Background Information

Unified Planning Work Program Overview

The Unified Planning Work Program (UPWP) describes transportation planning activities and tasks the Cowlitz-Wahkiakum Council of Governments will work on over a one-year period. Specifically, this UPWP describes planning activities and tasks to be worked on during the state fiscal year starting July 1, 2026 and ending June 30, 2027.

Figure 1: Photo of Lewis and Clark Bridge Across the Columbia River (Credit CWCOG)

Activities and tasks included in the work program are consistent with, and help to implement, the regional goals, policies, and strategies identified in **Moving Forward 2050: A Metropolitan and Regional Transportation Plan**. Further, the activities and tasks are included to meet requirements in federal law (23 USC 134), Washington State law (RCW 47.80), and Washington State administrative rules (WAC 468-86). In this document descriptions of activities and tasks include an overview, information on who will perform the work, the estimated timeline, and the deliverable(s).

This State Fiscal Year 2027 Unified Planning Work Program was prepared by CWCOG staff in coordination with WSDOT, ODOT, FHWA, FTA, River Cities Transit (the public transportation provider in the Longview Urban Area), GHCOG, and other stakeholders. A public review draft of this document was made available for a 15-day comment period in accordance with CWCOG's 2025 Public Participation Plan prior to being considered for adoption. The CWCOG Board of Directors adopted the 2027 Unified Planning Work Program on May 28, 2026 (please refer to the resolution on page one).

CWCOG's Metropolitan and Regional Transportation Programs

The Cowlitz-Wahkiakum Council of Governments is a federally designated, bi-state Metropolitan Planning Organization (MPO) and a Washington State-designated Regional Transportation Planning Organization (RTPO). CWCOG is the bi-state MPO for Cowlitz County, Washington and (crossing over the Columbia River) Rainier, Oregon. The CWCOG administers the Southwest Washington Regional Transportation Planning Organization (SWRTPO) encompassing the five counties of Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum.

Metropolitan and regional planning and programming activities of the MPO and SWRTPO are interconnected in planning tasks fulfilling federal and state transportation planning requirements. This UPWP is the tool used to direct continuous, cooperative, and comprehensive planning activities. Further, this UPWP provides CWCOG staff with guidance in completing tasks for both programs to meet MPO and RTPO planning requirements.

Metropolitan Planning Organization

As a result of the 1980 Census showing the Longview Urban Area had reached at least 50,000 people, CWCOG was designated by the Governors of Washington and Oregon as an MPO in 1982. As a result of the 2020 Census the Longview Urban Area expanded north to include Castle Rock, Washington. On June 27, 2024 the CWCOG Board of Directors (MPO Policy Board) adopted an expanded Metropolitan Planning Area (MPA) boundary to include not only Castle Rock, as required by the 2020 Census, but the entire Metropolitan Statistical Area (all of Cowlitz County, Washington) as allowed under 23 USC 134(e)(2)(B). The map to the left shows the bi-state MPA encompassing Cowlitz County, Washington and (crossing over the Columbia River) Rainier, Oregon. The planning area is close to 1,150 square miles with a population of about 116,500 people. MPO activities are guided by the CWCOG Board of Directors, comprised of member agencies, with necessary technical analysis, expertise, and recommendations provided by the Cowlitz Area Technical Advisory Committee (CTAC).

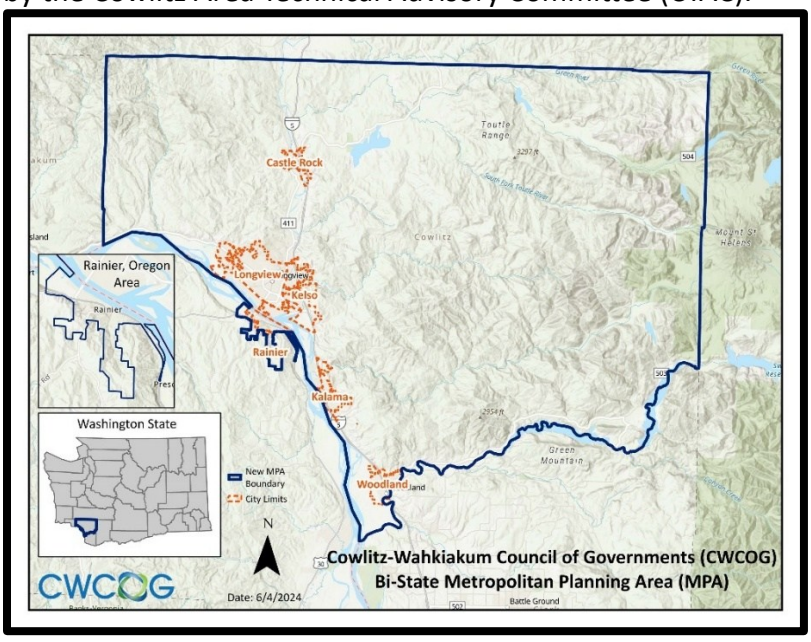

Figure 2: Map of the CWCOG Bi-State Metropolitan Planning Area

Southwest Washington Regional Transportation Planning Organization

Washington State statues and administrative rules require the designated MPO when one exists within an area to serve as lead agency of an RTPO. CWCOG, as an MPO for Cowlitz County, Washington and Rainier, Oregon, is the lead agency and administers the five-county Southwest Washington Regional Transportation Planning Organization. The five-county regional planning area is 6,639 square miles with an estimated population of 306,300 people (per the Office of Financial Management April 1, 2025 Population Estimates). An overall goal of an RTPO is to ensure provisions of the Washington State Growth Management Act (RCW 47.80.23 and WAC 468-86) are met. Lewis and Pacific Counties are fully planning counties under the Growth Management Act.

RTPO activities are guided by the SWRTPO Board. The SWRTPO Board is comprised of representatives of cities, counties, ports, tribal governments, transit agencies, public transportation providers, and WSDOT regional offices. This board provides direction to CWCOG staff in carrying out the regional transportation planning process. In the four non-MPO counties (Grays Harbor, Lewis, Pacific, Wahkiakum) of the SWRTPO, transportation policy outreach sessions are held to engage elected officials and staff in discussions to provide feedback on current needs, issues, projects, and inform regional planning activities. These outreach sessions are more informal, small group meetings meant to make it more convenient for local agencies to be engaged in SWRTPO activities. Basically, outreach sessions allow the CWCOG staff to “take the outreach” to agencies. Outreach sessions evolved from the Transportation Policy Forums held in 2024 and 2025 (one per county). These policy outreach sessions provide a venue for review and feedback on draft policies/strategies prior to full board consideration. In addition to being an MPO advisory committee, the Cowlitz Area Technical Advisory Committee has an advisory role to the SWRTPO Board. Finally, the SWRTPO Board also receives feedback prior to decisions from a regional public transportation stakeholders’ group.

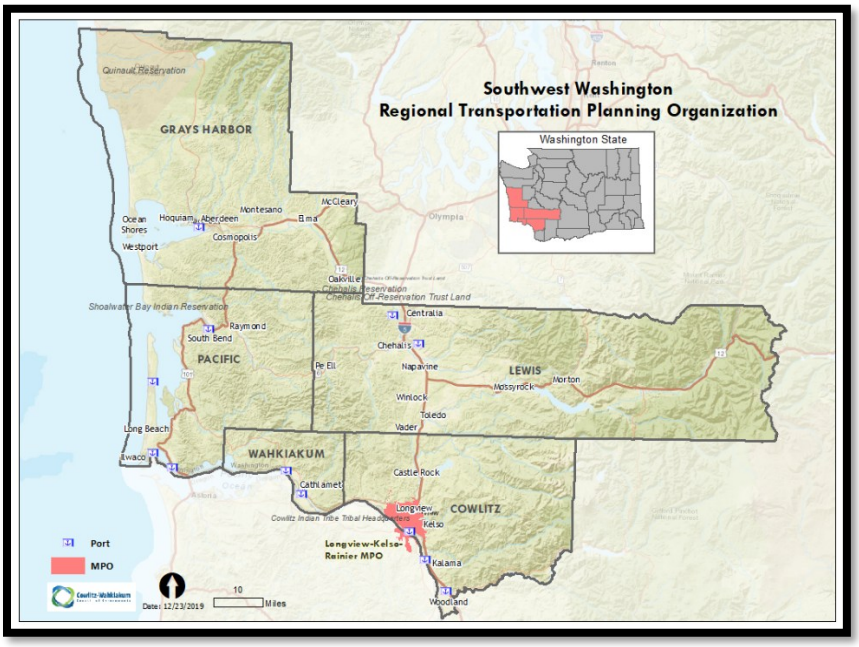

Figure 3: Map of the Southwest Washington Regional Transportation Planning Organization Region

Federal, State, and Regional Planning Priorities

The CWCOG Metropolitan and Regional Transportation Planning programs provide a continuous, cooperative, and comprehensive planning process addressing federal, state, and regional priorities. Federal, Washington State, and Oregon State transportation planning priorities are described in the regulations or laws listed below.

- Code of Federal Regulations (23 CFR 450.306) describes ten metropolitan planning factors. When a task or sub-task in this UPWP addresses one or more factors, they are identified at the end of the task/sub-task description by the number symbol used in the following list of the planning factors.
  ❶ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  ❷ Increase the **safety** of the transportation system for motorized and non-motorized users.
  ❸ Increase the **security** of the transportation system for motorized and non-motorized users.
  ❹ Increase **accessibility** and **mobility** of people and freight.
  ❺ Protect and enhance the **environment**, promote energy **conservation**, improve the **quality of life**, and promote **consistency** between transportation improvements and State and local planned growth and economic development patterns.
  ❻ Enhance the integration and **connectivity** of the transportation system, across and between modes, for people and freight.
  ❼ Promote efficient system **management** and **operation**.
  ❽ Emphasize the **preservation** of the existing transportation system.
  ❾ Improve the **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
  ❿ **Enhance** travel and tourism.
- Revised Code of Washington (RCW 47.04.280) describes six transportation system policy goals.
- Oregon Administrative Rules (660-012) outlines Statewide Planning Goal 12, Transportation Planning Rule, to coordinate transportation planning with land use planning and achieve state priorities.

Regional priorities guiding the CWCOG transportation programs are established in Moving Forward 2050: A Metropolitan and Regional Transportation Plan. The priorities help ensure future transportation investments meet both federal, and the applicable state, planning priorities. These regional priorities (“plan goals”) are economic vitality; preservation and enhancement of existing transportation infrastructure; develop an active transportation system; maintain and enhance a comprehensive public transportation system; and maintain and enhance a safe transportation system for all modes.

Federal and State Emphasis Areas

WSDOT’s December 2025 UPWP Guidance included two Washington State Emphasis Areas (Administrative, Planning Collaboration). Included in the task, or sub-task, descriptions beginning on page 9 is a section titled ‘State Emphasis Areas Alignment’ that identifies any

emphasis area aligned with the task/sub-task. When federal emphasis areas are available in the future the CWCOG will address them in the UPWP.

Unified Planning Work Program Amendment Process

Occasionally the final scope of work for a task needs to be modified after adoption of the UPWP. Other times work needs to be reprioritized by adding or deleting a task, the budget needs to be modified due to funding changes, or new issues need to be addressed. When these situations occur CWCOG staff, in consultation with the Cowlitz Area TAC, applicable local agencies outside the Metropolitan Planning Area, and/or other stakeholders, will prepare a document indicating changes to be made to the UPWP using strikethroughs and highlighting. WSDOT's Tribal and Regional Integrated Planning Office and/or ODOT will be consulted as needed in the early stages of preparing an amendment. Once a document detailing the proposed changes has been prepared it will be released for public comment per CWCOG's adopted Public Participation Plan. Following a comment period, the CWCOG Board of Directors will be presented with the amendment for their consideration. If the amendment is approved, CWCOG staff will create an amended UPWP with the approved changes incorporated and forward to WSDOT's Tribal and Regional Integrated Planning Office and ODOT. WSDOT will be responsible for coordinating FHWA and FTA approval of amendments when needed.

Accomplishments from the 2026 Unified Planning Work Program

Below are a few key accomplishments during SFY 2026 (July 1, 2025 - June 30, 2026). A complete list of accomplishments for SFY 2026 will be included in the 2026 Annual Performance and Expenditures Report. The Annual Performance and Expenditures Report will be published on the CWCOG Transportation webpage (https://www.cwcog.org/transportation) in September 2026.

- Held Transportation Policy Forums in Fall 2025 in the four non-MPO counties (Grays Harbor, Lewis, Pacific, Wahkiakum) and then transitioned to hosting multiple smaller group Transportation Policy Outreach Sessions in the same four counties in Spring 2026 to make it more convenient for more local agencies to be engaged in the SWRTPO.
- Created and published a short, two-page SWRTPO quarterly newsletter focused on regional activities and resources.
- Developed an ArcGIS Story Map providing an overview of the SWRTPO (i.e. SWRTPO 101).
- Published two new ArcGIS web applications: 1) Safety Performance Tracking Dashboard for the Metropolitan Planning Area; and 2) Scenic Byways in the SWRTPO.
- Completed the SWRTPO 2025 Biennial Currency Review of Moving Forward 2050, the Metropolitan and Regional Transportation Plan.
- Worked on an amendment to Moving Forward 2050 to incorporate the new Metropolitan Planning Area boundary.
- Launched a Transportation Access Survey to gather input for the 2026 Coordinated Public Transit-Human Services Transportation Plan.
- Hosted 6 open houses (5 in-person and 1 online) to gather feedback as part of developing the Coordinated Public Transit-Human Services Transportation Plan.

- Developed a map to catalogue roadway closures and other impacts throughout Cowlitz County from December 2025 flooding to inform resiliency planning. Map attributes included photos captured in the field.
- CWCOG Mobility Management held 34 in-person and virtual mobility trainings in 2025 well above the goal of 11.
- Supported RiverCities Transit in launching Route 511, a service connecting Longview and Vancouver with stops in Kalama, Woodland, and at Ilani Casino.

2027 Unified Planning Work Program Tasks

Introduction

For SFY 2027, MPO and/or SWRTPO planning work is organized into one of four tasks (1.0 Transportation Program Administration, 2.0 Multi-Modal Transportation Planning, 3.0 Transportation Data Development, 4.0 Project Programming and Prioritization) with the second task further organized into nine sub-tasks.

The next four subsections describe the tasks. Task descriptions include responsibilities, deliverables, and identify alignment with any state emphasis areas or metropolitan planning factors. Regarding responsibilities CWCOG staff is the agency responsible unless otherwise noted. Responsibilities that need to happen by a certain date, or within a specific month(s), include text in brackets at the end of the sentence identifying the timeframe. No text in brackets means the specific responsibility happens on an ongoing or as needed basis. GHCOG, as a planning partner, assists CWCOG staff with RTPO responsibilities in Grays Harbor County. The same information provided for each task is also included for sub-tasks.

1.0 Transportation Program Administration

Program administration involves activities necessary for the overall management and coordination of the MPO and SWRTPO transportation programs to ensure all federal and state planning requirements are met. This task includes contract administration; CWCOG office support services such as accounting and information technology; completion of the MPO self-certification form; review and maintenance of governing documents; maintenance of the Title VI Plan; submittal of the Title VI Annual Report; development of the Unified Planning Work Program and Annual Performance and Expenditures Report; periodic update of the 314 Agreement; and staff professional development.

Responsibilities

1. Manage and deliver the MPO program.
2. Complete and sign the MPO self-certification short form, forward to WSDOT Tribal and Regional Integrated Planning Office, and include fully executed version in 2027-2030 M/RTIP. [October 2026]
3. Manage the SWRTPO program and provide direct delivery in Cowlitz, Wahkiakum, Pacific, and Lewis Counties.
4. GHCOG provides delivery of SWRTPO program in Grays Harbor County in coordination with CWCOG.
5. Evaluate SWRTPO Bylaws and determine what revisions would be needed to maintain alignment with the current SWRTPO Interlocal Agreement and practice.
6. Monitor and review adopted Title VI Plan responsibilities.
7. Prepare and submit a Title VI Annual Report to WSDOT describing the activities completed related to compliance with Title VI. [January 2027]
8. Ensure compliance with the Title VI Plan for all activities described in this work program and maintain documentation of compliance for use in the annual report.
9. Participate in Title VI training provided by WSDOT.

10. Develop the Annual Performance and Expenditure Report for the previous state fiscal year. [September 2026]
11. Collaborate with WSDOT, ODOT, FHWA, FTA, RiverCities Transit, and GHCOG planning partner to prepare a new UPWP. [January – May 2027]
12. Attend and participate in conferences, trainings, workshops, and webinars.

Deliverables

1. CWCOG 2027 Agency Budget (includes budgets for MPO/SWRTPO)
2. Contracts and work agreements for services, projects, and program funding.
3. Maintenance of transportation program page on the CWCOG website.
4. Transportation articles in Chamber of Commerce newsletters or other community publications.
5. Computer hardware and software to support transportation programs.
6. Monthly Billing and Accounting Summaries
7. MPO Self-Certification
8. List of Revisions Needed for the SWRTPO Bylaws
9. Title VI Annual Report
10. 2026 UPWP Annual Performance and Expenditures Report
11. Adopted 2028 UPWP
12. Participation in webinars or trainings on topics such as Title VI; travel demand modeling; performance-based planning and programming; performance management; transportation safety or related; freight; GIS; micromobility; emerging technologies; and Government-to-Government training.
13. Attendance at regional and national transportation-related association conferences including but not limited to the Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC), National Association of Development Organizations (NADO), American Planning Association (APA), or the Washington State Transit Association.

State Emphasis Areas Alignment

Administrative

Metropolitan Planning Factor Alignment

None

2.0 Multi-Modal Transportation Planning

This task includes all the transportation planning activities completed as required by federal and/or state law. Given the large number of activities, this task is split into sub-tasks. All sub-tasks collectively form the foundation of a continuous, cooperative, and comprehensive (3-C) transportation planning process. The 3-C process is a metropolitan transportation planning requirement specified in federal law. Further, activities in this task address the federal, state (Washington and Oregon), and regional planning priorities discussed earlier.

2.1 Coordination and Consultation

Implementation of the MPO and SWRTPO transportation programs requires coordination, collaboration, and engagement with cities, counties, freight/public transportation stakeholders, WSDOT, ODOT, legislators, tribal governments, and other MPOs/RTPOs. Included in this sub-task is providing technical assistance and consultation to MPO/SWRTPO member agencies on their local transportation plans, programs, and projects to help ensure consistency between local and regional planning.

It is important to note this sub-task does not include lobbying. If any lobbying activities were to occur outside of eligible activities conducted as part of the transportation programs, CWCOG would file a certification and disclosure form as required by federal and state law.

Responsibilities

1. Participate in local, regional, and state planning efforts within the MPO planning area and four of the SWRTPO counties (Cowlitz, Pacific, Wahkiakum, Lewis).
2. GHCOG to participate in local, regional, and state planning efforts in Grays Harbor County.
3. Provide letters of support for transportation projects or programs consistent with the Metropolitan/Regional Transportation Plan or Coordinated Public Transit-Human Services Transportation Plan.
4. Attend quarterly MPO/RTPO/WSDOT Coordinating Committee meetings. [August 2026, November 2026, February 2027, May 2027]
5. Engage in discussions with Thurston Regional Planning Council, Peninsula RTPO, Yakima Valley Conference of Governments, Southwest Washington Regional Transportation Council, or the Northwest Oregon Area Commission on Transportation on any transportation issues crossing regional boundaries.
6. Attendance at public hearings and local council meetings in Cowlitz, Wahkiakum, Pacific, and Lewis Counties.
7. GHCOG to attend public hearings and local council meetings in Grays Harbor County.
8. CWCOG to distribute invitations to participate in the SWRTPO to the four federally recognized tribal governments per RCW 47.80.050(2). The last time invitation letters were sent out was December 2024. [By December 2026]
9. CWCOG and GHCOG collectively participate when appropriate in tribal planning activities, seek participation and input from tribes in special planning projects, work with tribes on projects and studies when requested, assist with rural and special needs transportation efforts for elders and youth, attend tribal transportation meetings, share grant opportunities, learn about individual tribal planning and transportation processes, and seek feedback on better serving tribal transportation partners. Maintain documentation of tribal outreach.
10. Participate in CWCOG (MPO Policy Board) Board of Directors and SWRTPO Board meetings.
11. Facilitate Cowlitz Area Technical Advisory Committee meetings.
12. Facilitate transportation policy outreach sessions in the four SWRTPO non-MPO counties (Grays Harbor, Lewis, Pacific, Wahkiakum). GHCOG to assist with outreach sessions in

Grays Harbor County. Outreach sessions are small groups hosted in a location most convenient for the few agencies involved. Sessions are meant to make it easier for local agencies (especially small, rural cities) to be engaged in regional planning efforts. [Fall 2026/Spring 2027]

13. CWCOG and GHCOG hold a check-in, phone meeting once or twice a month to discuss SWRTPO planning activities and issues.
14. Facilitate regional public transportation stakeholder meetings.
15. Participate in statewide planning activities to provide CWCOG/SWRTPO regional needs, issues, projects, or data. For SFY 2027 CWCOG anticipates participation in the following statewide activities.

    - Statewide Public Transportation and Multimodal Transportation Plans
    - I-5 Master and Cascadia High-Speed Rail Plans
    - Performance-Based Project Evaluation Model
    - Multimodal Level of Service
    - Transportation Carbon Reduction Strategy
    - Cycle Highways
    - Complete Streets
    - Sandy Williams Connecting Communities Program
    - Freight Plan
    - WSDOT Southwest Region Lewis & Clark Bridge Preservation Study

16. Engage with applicable MPO member agencies and interested stakeholders on the following within the Metropolitan Planning Area.

    - Columbia-Cowlitz Railway ("Patriot Rail") Rails-to-Trails
    - City of Rainier Transportation System Plan
    - Six Rivers Regional Trail (proposed north-south trail stretching from Lewis County to Clark County) Implementation
    - Woodland Vicinity Arterial Study, Phase 2 (would further evaluate an Interstate 5 parallel route connecting Woodland to NW 319th Street in Clark County via a new Lewis River bridge)

17. Coordinate with WSDOT Southwest Region to develop a multimodal plan, including estimated cost for completing future right-of-way research on SR 411 between Kelso and the Lexington Area.
18. WSDOT Olympic Region to coordinate with GHCOG on pre-design activities for multiple state projects.

<u>Deliverables</u>

1. Meeting participation in local and statewide planning efforts and materials/presentations providing CWCOG/SWRTPO perspective.
2. Outreach to Tribes regarding planning tasks and projects.
3. Meeting agendas; minutes or summary notes; and/or correspondence for the CWCOG Board of Directors, SWRTPO Board, public transportation stakeholder meetings, CTAC meetings, and transportation policy outreach sessions in the rural, non-MPO counties.

4. Coordinate with key stakeholders with deliverables depending on topic or request.
5. Review grant applications and provide letters of support to local agencies when requested.
6. Comments provided on development projects through SEPA notice processes when appropriate.

State Emphasis Areas Alignment

Planning Collaboration: Statewide Modal Plans and Funding Opportunities

Metropolitan Planning Factor Alignment

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2.2 Public and Stakeholder Participation, Outreach, and Education

Outreach and engagement with the public and stakeholders by gathering feedback on current transportation planning activities is an important part of the planning process. Further, engagement also provides an opportunity to educate people on the purpose of regional transportation planning.

Responsibilities

1. Distribute notices to newspapers or other media outlets to announce upcoming events, opportunities to comment on plans/programs, or policy decisions.
2. Track and document any comments received on plans and programs.
3. Attend community meetings or events such as Chambers of Commerce, county fairs, or community organizations to make connections and educate people about MPOs, RTPOs, and regional transportation planning in general.
4. Engage with ODOT and the City of Rainier, OR to ensure collaboration across state lines.

Deliverables

1. Legal notices, news releases, or media notices distributed to newspapers and other media outlets.
2. Public notices on the CWCOG website providing information on plans, programs, or projects.
3. Attendance at local or state agency meetings and community meetings or events.

State Emphasis Areas Alignment

Planning Collaboration: Statewide Modal Plans and Funding Opportunities

Metropolitan Planning Factor Alignment

None

2.3 Metropolitan/Regional Transportation Plan

Moving Forward 2050: A Metropolitan and Regional Transportation Plan (M/RTP) was adopted in November/December 2023 based on a cooperative process involving numerous stakeholders including two (2) state Departments of Transportation, twenty-nine (29) cities, five (5) counties, five (5) tribes, twelve (12) ports, four (4) public transit agencies, and others. This sub-task

includes outlining the planning process then starting outreach and plan development for the next M/RTP. An updated plan will be due before the end of 2028.

Responsibilities

1. Prepare a document outlining a planning process including the timeline for developing an update to the current M/RTP. [By December 2026/January 2027]
2. Develop a strategy for gathering public and stakeholder feedback to inform development of the next M/RTP. [By February 2027]
3. Gather updated spatial and tabular data then develop an updated M/RTP Existing Conditions chapter. [By March/April 2027]
4. Prepare an updated Transportation Priorities Survey based on the previous version used for the last M/RTP plan development process in 2022 then begin to outreach to collect responses. [By May 2027]

Deliverables

1. Next M/RTP planning process outline
2. Public Outreach Strategy
3. Transportation Priorities Survey

State Emphasis Areas Alignment

Planning Collaboration: Comprehensive Plan Updates; Statewide Modal Plans and Funding Opportunities; and Model Inventory of Roadway Elements (MIRE) 2.1

Metropolitan Planning Factors Alignment

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2.4 Coordinated Public Transit - Human Services Transportation Plan

The current Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) was adopted by the SWRTPO Board in November 2022 and was most recently amended in January 2025. In SFY 2026 all the outreach with transit agencies, tribes, nonprofit public transportation providers, transit users, and other stakeholders has been completed for the next version of the plan. Outreach activities included in-person or virtual open houses, one-to-one stakeholder meetings, a Transportation Access Survey, and attending community events. Most work to develop the actual plan document was also completed. Adoption of the 2026 plan is scheduled for Fall 2026.

Responsibilities

1. Finish development of the 2026 CPT-HSTP plan document. [July 2026]
2. Facilitate a comment period for public transportation stakeholders and WSDOT then incorporate feedback into the plan document prior to releasing a revised draft plan for public comment. [July 2026]
3. Coordinate a public comment period as outlined in the CWCOG Public Participation Plan then incorporate feedback into a final draft plan for SWRTPO Board consideration. [August 2026]
4. SWRTPO Board to adopt a new 2026 CPT-HSTP. [September 2026]

5. Complete a regional ranking process for the 2027-2029 Consolidated Grant program culminating in the SWRTPO Board approving a letter grade ranking (A, B, C, D) for each project. [September – December 2026]
6. SWRTPO Board to adopt an amendment to the 2026 CPT-HSTP to incorporate 2027-2029 Consolidated Grant project rankings. [January 2027]
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, Indian Nations, and human services providers).

Deliverables

1. Agenda packets for public transportation stakeholder meetings
2. Adopted CPT-HSTP including later amendment to incorporate Consolidated Grant project rankings.
3. Consolidated Grant regional ranked project list

State Emphasis Areas Alignment

Planning Collaboration: Statewide Modal Plans and Funding Opportunities

Metropolitan Planning Factors Alignment

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2.5 Regional Mobility Management Program

A critical need identified in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) starting in 2007 was for the MPO/SWRTPO to have a regional mobility management program to coordinate among public transportation providers, assist people needing accessible transportation services, or help all users with accessing and using public transportation services. The CWCOG Regional Mobility Management Program was launched in 2021 after being awarded a 2021-2023 Consolidated Grant. This task includes staffing, planning, and operational support focused on improving accessible transportation throughout the SWRTPO region. The CWCOG Mobility Management Coordinator is the primary staff assigned to this program.

Responsibilities

1. Collect service details and cost data from regional transportation service providers for updates to the Regional Mobility toolkit. This document serves as an additional way to provide information about available mobility services within the region; and educate the public on topics such as trip planning and how to utilize flag stops.
2. Maintain the mobility management and Trip Assistant websites.
3. Conduct mobility trainings to address needs as identified.
4. Attend community and social service informational events to promote accessible transportation.
5. Track program performance and public transportation services at a regional level. Surveys will be conducted periodically to assist in measuring performance.

Deliverables

1. Agenda packets for meetings and flyers, promotional materials for events.
2. Maintenance of the regional mobility management program and Trip Assistant websites.
3. Updates to the Regional Mobility Toolkit.
4. Travel training curriculum.

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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2.6 Local Comprehensive Plan Transportation Element and Countywide Planning Policies Certification

The review and certification of local comprehensive plan transportation elements and countywide planning policies to ensure consistency with the M/RTP is an RTPO requirement per Washington state law (RCW 47.80.023(3)). Further, for jurisdictions that fully plan under the Growth Management Act (GMA) this review process also helps ensure transportation facilities and services of statewide significance are part of the local comprehensive plan. Jurisdictions in Lewis and Pacific Counties are the only ones fully planning under the GMA. The City of Woodland in Cowlitz County also fully plans under the GMA given a small part of the city is inside Clark County.

Responsibilities

1. Review draft comprehensive plan transportation elements for cities, towns, or counties while a plan is under development to ensure consistency with the M/RTP early in the planning process. A CWCOG plan review checklist will be used to provide comments. In Lewis and Pacific Counties (and the City of Woodland), the review will also ensure required elements under the GMA are included, and level of service methodologies are consistent with the M/RTP.
2. Upon local agency adoption of a comprehensive plan update, final comments documenting how the transportation element is consistent with the M/RTP and GMA (as required) are prepared and presented to the SWRTPO Board for approval to certify the plan. Upon board certification a resolution is kept on file at the CWCOG office.

Deliverables

1. Completed comprehensive plan transportation element review checklists.
2. SWRTPO Board resolutions.

State Emphasis Areas Alignment

Planning Collaboration: Comprehensive Plan Updates

Metropolitan Planning Factors Alignment

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2.7 Transportation Performance Management

Since passage of the federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), MPOs have been required to adopt, or establish, performance management targets in several categories: 1) Safety; 2) Pavement and Bridge Condition; 3) Congestion and Freight Reliability; 4) Transit Asset Management; and 5) Transit Safety. As a bi-state MPO, the CWCOG continues to monitor and take action to adopt, or establish, performance targets in each of these categories as required for both states.

Responsibilities

1. Engage in WSDOT's Performance Management Framework Group and Technical Team meetings for MAP-21 Target Setting. Participate in the comparable meetings regarding MAP-21 Target Setting facilitated by ODOT.
2. Review performance management target setting activities and new targets with the Cowlitz Area TAC to gather feedback prior to board action.
3. The CWCOG (MPO Policy Board) Board of Directors adopts, or establishes, new performance management targets.

Deliverable

1. Resolutions adopting or establishing performance targets.

State Emphasis Areas Alignment

Planning Collaboration: Model Inventory of Roadway Elements (MIRE) 2.1

Metropolitan Planning Factors Alignment

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2.8 Intelligent Transportation System Architecture Maintenance

As an MPO the CWCOG maintains a Regional Intelligent Transportation System (ITS) Architecture. A regional architecture is an important tool to facilitate effective interagency coordination and to ensure successful deployment and operation of ITS facilities. As needed, the CWCOG ITS Architecture is modified to add new facilities, or other updates are completed, according to the Architecture Maintenance Plan.

Responsibilities

1. Process modifications to the regional architecture per requests from an ITS project sponsor.
2. Review the Architecture Maintenance Plan, note any changes needed to the regional architecture, and if any changes are needed develop a scope of work/schedule for a regional architecture update project.

Deliverables

1. Regional ITS Architecture maintenance forms processed and filed.
2. Updates to the RAD-IT database files.

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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2.9 Special Planning Studies and Projects

This sub-task includes special planning studies and projects to be completed for the MPO. Specific studies and projects included in this sub-task may vary from one fiscal year to another depending on priorities. Projects listed in this sub-task are funded through WSDOT's CPG or a specific federal funding award (STBG, STBG Set Aside [TA], CRP) provided by the CWCOG Board of Directors or the SWRTPO Board. Several of these projects utilize toll credits in lieu of the non-federal match. The descriptions below indicate the budget, funding source(s), and use of toll credits or local matching funds.

Note an asterisk (*) after the title for one of these planning studies or projects indicates it qualifies for the Safe and Accessible Transportation Set-Aside (see page 29 for more information on CWCOG FHWA PL set-aside reporting and tracking).

Cowlitz County and Rainier, Oregon Rural Transit Feasibility Study*

This study will evaluate the feasibility of various options for new transit services outside the current RiverCities Transit service area. The RiverCities Transit Public Transportation Benefit Area (PTBA) covers only the Cities of Longview and Kelso. Possible service options could include deviated fixed route, commuter bus service, app-based demand response, shuttle service, ridesharing vouchers, or something else. The project will have six major tasks: 1) Overall project administration; 2) Existing data gathering and research on existing transit services; 3) Public engagement and outreach with agencies or businesses who could be potential, future service providers and to help assess potential demand; 4) Potential service demand data analysis; 5) Potential service options evaluation; and 6) Identification of next steps such as further planning studies or pilot projects.

Project Budget and Funding Source

1. Budget - $130,000 (for consultant contract)
2. Funding Source for Consultant Contract – STBG with toll credits
3. Funding Source for CWCOG Staff Time – WSDOT CPG with local match

Responsibilities

1. Finish the RFQ process at the same time as the Kalama Internal Transit Feasibility Study and execute consultant contract. [July 2026]
2. Process consultant invoices and provide overall project administration.
3. CWCOG and consultant to have project coordination meetings as needed throughout the project.
4. Consultant to gather data and complete research on existing transit services whether in this region or elsewhere. [Summer 2026 – Winter 2027]

5. Consultant to engage with agencies, businesses, and potential transit users as needed to develop this study. [Fall 2026 – Spring 2027]
6. Consultant to develop potential service demand analysis and potential service options evaluation. [Winter, Spring 2027]
7. Consultant to identify further planning studies and/or pilot projects that are needed. [Winter, Spring 2027]
8. Consultant to prepare final report. [Spring 2027 and Continue in Early SFY 2028]

Deliverable

1. Rural Transit Feasibility Study report.

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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Kalama Internal Transit Feasibility Study*

This feasibility study will research the viability of an internal, city transit system in Kalama to support residents and visitors alike, including the ones arriving by cruise ship at the Port of Kalama dock. An internal transit system would connect residential neighborhoods, the Central Port district, the Downtown area, and East Port/Haydu Park. The CWCOG will be completing this study concurrently and in alignment with the Cowlitz County and Rainier, Oregon Rural Transit Feasibility Study.

Project Budget and Funding Source

1. Budget - $115,607 (for consultant contract)
2. Funding Source for Consultant Contract – STBG with local match provided by the City of Kalama
3. Funding Source for CWCOG Staff Time – WSDOT CPG with local match

Responsibilities

1. Finish the RFQ process at the same time as the Cowlitz County and Rainier, Oregon Rural Transit Feasibility Study and execute consultant contract. [July 2026]
2. Process consultant invoices and provide overall project administration.
3. CWCOG, the City of Kalama, and consultant to have project coordination meetings as needed throughout the project.
4. Consultant to gather data and complete research on existing small city and rural area transit services like what is needed in Kalama. [Summer 2026 – Winter 2027]
5. Consultant to engage with agencies, businesses, and potential transit users as needed to develop this study. [Fall 2026 – Spring 2027]
6. Consultant to develop potential service demand analysis and potential service options evaluation. [Winter, Spring 2027]
7. Consultant to identify and provide a scope of work for any further planning studies and/or pilot projects recommended. [Winter, Spring 2027]

8. Consultant to prepare final report. [Spring 2027 and Continue in Early SFY 2028]

Deliverable

1. Kalama Internal Transit Feasibility Study

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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Six Rivers Regional Trail I-5 Bicycle/Pedestrian Crossing Feasibility*

The Six Rivers Regional Trail when complete would be a north-south trail stretching from the Cowlitz/Lewis County line to the Cowlitz/Clark County line. This is a trail that is mostly accessible now, but on narrow county road/bridge shoulders. A Gibbs & Olson planning study developed an overall plan to build out the trail system. A CWCOG scoping report, completed as part of the SWRTPO Regional Trails Plan, provided a more detailed evaluation and initial designs for developing the Kalama to Woodland segment of the overall trail. A key part of the Kalama to Woodland segment is the I-5 (and rail line) bridge crossing connecting South Cloverdale Road and Dike Road.

This feasibility study will develop the implementation guide to assist with navigating through future project phases - design, right-of-way, and construction. Core items to be addressed are the following.

- Determine project stakeholders.
- Develop draft public involvement process.
- Determine likely permits needed and potential complexity of those permits.
- Determine what level of approvals are needed from FHWA and WSDOT for a structure over the interstate.
- Develop cost ranges for design, right-of-way, and construction phases.
- Determine potential risks that could cause changes to costs and project timeline.
- Develop project scope and schedule for the design phase.
- Determine potential funding sources including grant schedules for sources, what level of design needs to be completed to be eligible, and potential narratives that could be used in future grant applications.
- Complete initial design plans (no more than 20-30% level of design).

Project Budget and Funding Sources

1. Budget - $439,682
2. Funding Sources – STBG with toll credits ($110,000); CRP with toll credits ($329,682)

Responsibilities

1. Obligate STBG and CRP funding through the WSDOT TRIP Office. [Summer 2026]
2. Complete an RFQ process and executing a contract with a consultant. [Fall/Winter 2026]

3. Process consultant invoices and provide overall project administration.
4. CWCOG and consultant to have project coordination meetings as needed throughout the project.
5. Consultant to complete core items identified in this UPWP.

Deliverables

1. Obligation Materials
2. Request for Qualifications
3. Project Implementation Report
4. Initial Bridge Designs (no more than 20-30% level of design)

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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Vision Zero Traffic Safety Marketing*

On September 26, 2024 the CWCOG Board of Directors adopted Resolution No. 24-14 to establish a Regional Commitment to Vision Zero. The adopted resolution established targets to reduce public roadway fatalities and serious injuries 30% by 2030 and 60% by 2036 with an overall goal of eventually reaching zero by 2042. As part of consideration of the resolution CWCOG staff presented a few near-term actions to assist the region in meeting the established targets. One action was a project in the Unified Planning Work Program for traffic safety marketing to increase public awareness of the importance of being safe drivers. This project was first added to the Unified Planning Work Program for SFY 2026.

The CWCOG is the host agency for the Washington Traffic Safety Commission (WTSC) Region 3 Target Zero Manager for the counties of Cowlitz, Lewis, and Wahkiakum. The Target Zero program provides a small allocation for traffic safety marketing in each region. The purpose of this project is to provide federal metropolitan transportation planning funds to supplement the Region 3 Target Zero Manager marketing allocation for use within the Metropolitan Planning Area (Cowlitz County).

Note the Region 3 Target Zero program is not included in this UPWP as a sub-task because the WTSC funding sources for Target Zero are not required to be identified in this UPWP per federal law.

Project Budget and Funding Source

1. Budget - $10,000
2. Funding Source - WSDOT's CPG with local match

Responsibilities

1. CWCOG's Transportation staff and Target Zero Manager to identify traffic safety marketing campaigns where federal metropolitan transportation planning funds

would have the most benefit as a supplement to the Region 3 Target Zero marketing funds.
2. CWCOG's Target Zero Manager to implement traffic safety marketing campaigns.

Deliverable

1. Marketing products. Products could include but would not be limited to videos, billboards, banners, or posters.

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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Rails to Trails Planning*

For several years the CWCOG has helped coordinate acquisition of the Patriot Rail corridor in Cowlitz County for a rails-to-trails project on behalf of member agencies. Rail corridor acquisition is nearing completion and there will be significant planning and design needed before a trail can be developed. This planning project will address the eleven current bridges on the Patriot Rail corridor by conducting an analysis that results in initial concepts for modifications needed to accommodate safe pedestrian/bicycle access. Further, the project will begin to develop a plan to fully develop the trail resource including alignment and phasing plans, trail design, and permitting needs analysis to complete recommendations from November 2018 Parametrix feasibility study. Due to other local priorities and coordination with the railroad, this project has not started. The current plan is that this project may be delayed in starting work until late SFY 2027.

Project Budget and Funding Source

1. Budget - $80,000 (across multiple SFYs)
2. Funding Source – STBG Set Aside (TA) with toll credits

Responsibilities

1. Obligate STBG funding through the WSDOT TRIP Office. [Winter or Spring 2027]
2. Complete an RFQ process to hire a consultant team including a bridge engineer. [Spring 2027]
3. Coordination meetings between CWCOG staff and consultant to discuss project needs.

Deliverables

1. STBG Set Aside (TA) Obligation Materials
2. Request for Qualifications
3. Project stakeholder committee meeting agenda packets and summary notes

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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Resilience Improvement Plan

This project is the development of an MPO Resilience Improvement Plan that complies with federal requirements in 23 USC 176(e)(2); it started in SFY 2026. Overall, the plan will assess risks to all transportation assets from natural hazards especially flooding, dam failure, wildfire, landslides, earthquakes, and volcanic activity and develop any mitigation strategies. While the plan will generally assess risks from future natural hazards, one past event (1980 Mount St. Helens eruption) has, and will, continue to impact the Cowlitz County region; thus, will also be a key focus of the assessment due to the catastrophic flooding risk. This planning project is related to the efforts of the CWCOG's Spirit Lake-Toutle Cowlitz River Collaborative and thus the collaborative will participate in the development of this plan. The project is planned to be developed over multiple fiscal years.

Project Budget and Funding Source

1. Budget - $30,000
2. Funding Source - WSDOT's CPG with local match

Responsibilities

1. Convene Periodic Spirit Lake-Toutle Cowlitz River Collaborative meetings where review and discussions related to development of the MPO Resilience Improvement Plan will occur.
2. Continue review of existing Resilience Improvement Plans from other MPOs and refine an outline of the proposed plan as needed.
3. Continue the review of existing hazard mitigation and other plans in the region that have previously addressed the transportation resilience issue.
4. Facilitate meetings with stakeholders to gather information related to transportation resiliency.
5. Host transportation resiliency community event(s) to provide public education and gather feedback to assist with developing the plan.
6. Develop a Resilience Improvement Plan.

Deliverable

1. MPO Resilience Improvement Plan.

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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SWRTPO Bicycle and Pedestrian/Trail Projects Technical Assistance

Many SWRTPO local agencies have limited staff resources; this makes it difficult to thoroughly scope projects before submitting grant applications. When projects are not well scoped beforehand it often leads to implementation challenges. The CWCOG developed this technical assistance project to assist local agencies with bicycle and pedestrian/trail project scoping to help more projects secure funding and be implemented without significant challenges.

This technical assistance project will assist up to six SWRTPO member agencies to scope a bicycle and pedestrian/trail project. The six projects will be selected through a call for technical assistance completed prior to an RFQ process. Each scoping report will include, at a minimum, the following.

- Text and maps of existing conditions (opportunities and constraints); slopes; adjacent land use; environmental constraints; and utilities.
- Conceptual drawings (to about 5% design) to show the preferred alignment; cross sections; and preliminary right-of-way plans.
- Identified funding sources and a detailed cost estimate.

Project Budget and Funding Source

1. Budget - $262,000
2. Funding Source – STBG Set Aside (TA) with toll credits

Responsibilities

1. Obligate STBG Set Aside funding through the WSDOT TRIP Office. [Summer 2026]
2. Call for Technical Assistance. [Fall 2026]
3. Complete an RFQ process to hire a consultant team. [Winter 2027]
4. Kick-off meeting with CWCOG staff, consultants, and local agencies for the selected projects. [Winter 2027]
5. Coordination meetings between CWCOG staff and consultant team as needed.
6. Process consultant invoices and provide overall project administration.
7. Consultant to make a site visit(s) to each project location. CWCOG staff to attend site visits whenever possible. [Spring 2027 and Continuing into SFY 2028]
8. Consultant to hold meeting(s) with each local agency as project scoping is underway. [Spring 2027 and Continuing into SFY 2028]
9. Consultant to develop project scoping reports. [Start Spring 2027, Finish SFY 2028]

Deliverables

1. STBG Set Aside (TA) Obligation Materials
2. Call for Technical Assistance Materials
3. Request for Qualifications
4. Notes from project meetings and site visits.
5. Six project scoping reports.

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

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3.0 Transportation Data Development

This task involves coordination and collaboration with planning partners, member agencies, and other stakeholders to develop, acquire, and/or maintain spatial and tabular data to support the CWCOG transportation program. Data is vital for understanding existing and future transportation system conditions. Examples of data are the CWCOG regional trails inventory, WSDOT or ODOT crash data, and traffic counts collected by the CWCOG via a third-party vendor. The maintenance and calibration of the MPO regional travel demand model, data analysis, and map development or production for various plans or requests.

CWCOG's goal remains continuous improvement in how GIS and other data are organized to increase data usability and integrity.

Responsibilities

1. Collect and maintain transportation planning data in coordination with WSDOT or ODOT as appropriate.
2. When possible, develop GIS data models for improved data collection, development, maintenance, and analysis.
3. Collect and maintain GIS data useful for performance measure reporting, tracking, and analysis.
4. Use the latest Decennial Census and American Community Survey data for mapping and analysis.
5. Continue to improve GIS visualization and analysis techniques.
6. Consultant with assistance from CWCOG to run travel demand model scenarios for transportation/development projects or various planning studies.
7. Consultant with assistance from CWCOG to conduct maintenance and re-calibration on travel demand model.
8. Third-party vendor to collect traffic count data to support the travel demand model and WSDOT updates to the Freight and Goods Transportation System.
9. Continue evaluating options for a subscription to a cloud-based "big data" platform with access to transportation data such as traffic volumes and origin-destination data for the Metropolitan Planning Area.
10. Participation in Washington or Oregon statewide travel demand modeling efforts to help ensure CWCOG's MPO model is incorporated where appropriate.
11. Review proposed federal functional classification changes and provide comments to WSDOT/ODOT as needed.

Deliverables

1. Thematic maps to support transportation and land use planning.

2. Maintenance of ArcGIS Online web applications or dashboards. Existing applications include M/RTIP Project Map, Six Rivers Regional Trail, SWRTPO Regional Trails Inventory, Comprehensive Safety Action Plan Project Tracking, Metropolitan Planning Area Crash Data Viewer, Transportation Safety Performance Dashboard, SWRTPO Overview Story Map, Scenic Byways Map, and SR 4 corridor mapping.
3. Online maps will be incorporated on the CWCOG website to facilitate easier public access.
4. GIS analysis to inform planning studies, projects, and decision makers.
5. Maps for transportation plan documents, reports, and presentations.
6. Maintenance of a functionally classified road network.
7. Travel Demand Model maintained and recalibrated with new traffic count data as needed.
8. Model plots or reports produced when requested by member agencies or consultants for transportation and development projects.

State Emphasis Areas Alignment

Planning Collaboration: Model Inventory of Roadway Elements (MIRE) 2.1

Metropolitan Planning Factors Alignment

None

4.0 Project Programming and Prioritization

CWCOG develops and maintains an integrated Metropolitan and Regional Transportation Improvement Program (M/RTIP) for the MPO and SWRTPO per federal and state requirements. The M/RTIP identifies transportation projects of regional significance and/or funded by FHWA/FTA programs. Projects in the M/RTIP originate in local cities or counties Transportation Improvement Programs, Transit Development Plans, and WSDOT/ODOT project delivery plans.

This task also includes administration of federal funding allocations under the Surface Transportation Block Grant (STBG), Surface Transportation Block Grant Set-Aside (Transportation Alternatives [TA]), and Carbon Reduction Program (CRP). STBG/CRP allocations are provided to the CWCOG for the Cowlitz County and Rainier, Oregon areas. TA allocations are provided to the CWCOG for the entire SWRTPO. Competitive calls for projects are used to select projects to receive federal funds. For the Metropolitan Planning Area, this task also includes developing the Annual Listing of Obligated Projects.

Responsibilities

1. Coordinate with local and state agencies to develop, maintain, and track M/RTIP project implementation.
2. Develop a new M/RTIP for adoption consideration by the CWCOG Board of Directors (MPO Policy Board) and SWRTPO Board. [July – October 2026]
3. Review and process M/RTIP amendments for SWRTPO and MPO projects prior to forwarding to WSDOT for Statewide Transportation Improvement Program (STIP) inclusion.
4. Process M/RTIP amendments in Oregon before forwarding to ODOT for STIP inclusion.

5. Ensure STBG, CRP, and TA programs are administrated in compliance with all federal and state requirements including facilitation of competitive calls for projects.
6. Coordinate with the Cowlitz Area Technical Advisory Committee and/or through transportation policy outreach sessions in Grays Harbor, Lewis, Pacific, or Wahkiakum Counties to develop or revise STBG, CRP, or TA ranking processes.
7. Facilitate STBG, CRP, and TA calls for projects with STBG/CRP projects ranked by the Cowlitz Area Technical Advisory Committee and TA projects ranked by a five-member ranking committee (one person per county) approved by the SWRTPO Board.
8. Distribute an online annual report form to active STBG, CRP, and TA project sponsors and use completed reports to monitor overall project progress and status of obligating federal funds. [January/February 2027]
9. Track progress in being able to meet, or exceed, regional obligation authority targets set by WSDOT and make program adjustments when necessary.
10. Develop, submit to WSDOT/ODOT, and post to the CWCOG website an Annual Listing of Obligated Projects. [March 2027]

Deliverables

1. Adopted 2027-2030 M/RTIP
2. CWCOG TIP Amendment Reports
3. WSDOT TIP Amendment Checklist for formal amendments or administrative modifications within MPA.
4. CWCOG Board of Directors resolutions or CWCOG Administrative Modification forms for MPO projects.
5. M/RTIP fiscal constraint spreadsheet within MPA.
6. Lists of ranked projects and programming schedules.
7. CWCOG/SWRTPO board resolutions approving calls for projects and project selections.
8. Award Letters
9. Annual Listing of Obligated Projects

State Emphasis Areas Alignment

None

Metropolitan Planning Factors Alignment

None

2027 Unified Planning Work Program Budget

Budget Summary

The 2027 Unified Planning Work Program budget is $1,351,045 and the breakdown by task is listed below.

1.0 Transportation Program Administration - $303,350
2.0 Multi-Modal Transportation Planning - $750,901
3.0 Transportation Data Development - $132,127
4.0 Project Programming & Prioritization - $164,667

For more information on the funding sources supporting the metropolitan and regional transportation planning programs, a detailed budget with estimated costs by funding source, and a breakdown of expenditures versus revenues, please refer to the appendices.

Safe & Accessible Transportation Set-Aside Reporting and Tracking

Since the Infrastructure Investment and Jobs Act, there has been a FHWA metropolitan planning program set-aside. This set-aside requires MPOs to spend at least 2.5% of their FHWA allocation on safe and accessible transportation activities (Public Law 117-58 Section 11206(c)). Excerpt of Section 11206(c) listed below includes activities that qualify as safe and accessible transportation. An estimated amount CWCOG must spend annually on safe and accessible transportation activities is about $6,000 - $7,000. CWCOG staff reports and tracks compliance with this set-aside as follows.

1. On monthly activity reports submitted with invoices safe and accessible transportation activities are marked with an asterisk (*).
2. Invoices to WSDOT include a line-item to request reimbursement from the safe and accessible transportation set-aside allocation.
3. In the UPWP Annual Performance and Expenditures Report safe and accessible transportation activities are marked with an asterisk (*).
4. On staff timesheets any time that would qualify as safe and accessible transportation is listed separately under UPWP Tasks 2.0 or 3.0 (CWCOG Accounting Codes 120-2 or 120-3) along with a brief description. This allows timesheets as back-up documentation that CWCOG has expended enough funds to comply with the safe and accessible transportation set-aside requirement.

   Public Law 117-58 Section 11206(c) states:
   "An activity to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under applicable State and local laws, may include —
   (1) adoption of Complete Streets standards or policies;
   (2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;

(3) development of transportation plans— (A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers; (B) to integrate active transportation facilities with public transportation service or improve access to public transportation; (C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities; (D) to increase public transportation ridership; and (E) to improve the safety of bicyclists and pedestrians;
(4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
(5) development of transportation plans and policies that support transit-oriented development."

Unfunded Transportation Planning Needs (Unranked) and Estimated Cost

MPO

1. Oregon US 30/Washington SR 433 Intersection Analysis – Study of potential solutions to better manage traffic congestion at the interchange on the Oregon side of the Lewis & Clark Bridge - $200,000
2. Lewis & Clark Bridge Replacement Analysis – Analysis of the issues surrounding a future bridge replacement project, update the CWCOG 1999 Lewis & Clark Bridge Replacement Feasibility Study, and stakeholder engagement to build support for a future project - $500,000-$1,000,000
3. Woodland Vicinity Arterial Study, Task 2: Full traffic modelling assessment of the potential demand for a new Lewis River bridge and upgraded arterial streets supporting a new bridge as well as a study of environmental issues and possibly a Woodland Bottoms Sub-Area Plan - $250,000

SWRTPO

1. Traffic Counts in Grays Harbor, Lewis, Pacific, and/or Wahkiakum Counties on Freight and Goods Transportation System (FGTS) T-3 routes to support WSDOT's biennial updates to the FGTS - $10,000 to $20,000 (depending on number of count locations)
2. SR 4 Scenic Byway Corridor Management Plan in Wahkiakum County - $150,000
3. Resiliency analysis to map natural hazard impacts to regional transportation system - $100,000
4. Local Road Safety Plan development for Grays Harbor County and four incorporated cities. -- $450,000
5. ADA Transition Plan development for six cities in Grays Harbor County -- $600,000
6. Quiet Zone development: planning, grade crossing inventory forms, grant writing, and implementation assistance in Elma, Montesano, and Aberdeen – $450,000
7. Regional Trails planning to include segment mapping and engineering/construction estimates in Grays Harbor County - $90,000

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

Anticipated Consultant Contracts

Below is a description of anticipated contracts for SFY 2027. Included is the consultant and (actual or estimated) contract amount.

1. SWRTPO Planning Assistance in Grays Harbor County (Tasks 1.0, 2.0, and 3.0) – Grays Harbor Council of Governments - $35,000
2. Travel Demand Model Ongoing Maintenance and Technical Assistance (Task 3.0) – Transpo Group - $140,000
3. Cowlitz County and Rainier, Oregon Rural Transit Feasibility Study (Task 2.0, Sub-Task 2.9) – Consultant TBD - $130,000
4. Kalama Internal Transit Feasibility Study (Task 2.0, Sub-Task 2.9) – Consultant TBD - $115,607
5. Six Rivers Regional Trail I-5 Bicycle/Pedestrian Crossing Feasibility (Task 2.0, Sub-Task 2.9) – Consultant TBD - $439,682
6. Rails to Trails Planning (Task 2.0, Sub-Task 2.9) – Consultant TBD - $80,000
7. SWRTPO Bicycle and Pedestrian/Trail Projects Technical Assistance (Task 2.0, Sub-Task 2.9) – Consultant TBD - $247,500

Appendix A: Funding Sources Overview

Washington State Federal Consolidated Planning Grant (CPG)

MPOs in Washington receive a single combined allocation of federal funding for transportation planning activities. The CPG includes both FHWA (PL) and FTA (Section 5303) federal funding.

Estimated WA State Federal CPG funding SFY 2027 ..... $320,395
Estimated WA State PL Safe & Accessible Transportation Options Set-Aside SFY 2027 ... $8,215
Estimated WA State Federal CPG carry-forward SFY 2026..... $556,700
Estimated WA State PL Safe & Accessible Transportation Options Set-Aside carry forward SFY 2026..... $10,644
TOTAL Federal CPG funding SFY 2027 ..... **$895,954**

Oregon State FHWA Planning Grant (PL)

FHWA funding to MPOs for transportation planning activities.

Estimated OR State PL funding SFY 2027 ..... $5,105
Estimated OR State PL Safe & Accessible Transportation Options Set-Aside SFY 2027 .... $136
TOTAL Estimated OR State PL funding SFY 2027 ..... **$5,241**

Oregon State FTA Planning Grant (Section 5303)

FTA funding to MPOs for transportation planning activities.

TOTAL Estimated OR State FTA 5303 funding SFY 2027 ..... **$1,895**

Non-Federal Match

FHWA and FTA funds, including allocations provided through the WSDOT Federal CPG, require a local match. CWCOG's local matching funds are from an annual assessment of local MPO member jurisdictions.

Estimated non-federal match SFY 2027:
WA State Federal CPG match *(local govt participating agencies)*..... $223,988
OR State FHWA (PL) and FTA (5303) match *(ODOT/local govt participating agencies)* $802
TOTAL non-federal match needed SFY 2027..... **$224,790**

Washington State Regional Transportation Planning Organization Planning Grant

Washington State's regional transportation planning funds are distributed to 17 RTPOs based on number of counties and population by WSDOT. These state funds are to complete the planning activities per RCW 47.80. This grant requires no local match.

TOTAL WA State RTPO funding SFY 2027 ..... **$240,000**

Washington State FTA 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) for the SWRTPO.

TOTAL CPT-HSTP funding SFY 2027 ..... **$80,000**

Washington State Consolidated Grant (Mobility Management)

WSDOT Public Transportation Division's Consolidated Grant program funds public transportation projects through a competitive process. Awards may include a mix of federal and state fund sources. These grants require a local match. Part of the local match are funds already identified above, but remaining local matching funds are included below.

WA State Consolidated Grant funding/FTA 5310 SFY 2027	$136,000
WA State Consolidated Grant match SFY 2027 *(public transit/regional agencies)*	$34,000
TOTAL WA State Consolidated Grant funding SFY 2027	**$170,000**

Washington State FHWA STBG Set-Aside (Transportation Alternatives) Grant

FHWA funding available for bicycle and pedestrian projects, including planning, selected by the Southwest Washington Regional Transportation Planning Organization (SWRTPO) Board. The SWRTPO Board previously approved STBG Set Aside funds for Rails to Trails Planning and SWRTPO Bicycle and Pedestrian/Trail Projects Technical Assistance. Toll credits are being used in lieu of non-federal matching funds.

FHWA STBG Set-Aside (Rails to Trails Planning) funding SFY 2027	$80,000
FHWA STBG Set-Aside (SWRTPO Bicycle and Pedestrian/Trail Projects Technical Assistance) funding SFY 2027	$262,000
TOTAL FHWA STBG Set-Aside funding SFY 2027	**$342,000**

Washington State FHWA STBG/CRP Grant

FHWA funding available for surface transportation projects, including planning, selected by an MPO. The CWCOG Board of Directors has previously approved STBG or CRP funds for two planning studies, Rural Transit Feasibility and Six Rivers Regional Trail I-5 Bicycle/Pedestrian Crossing Feasibility. Toll credits are being used in lieu of non-federal matching funds for these two projects. On December 18, 2025 the CWCOG Board of Directors approved a lead agency change from the City of Kalama to CWCOG for the Kalama Internal Transit Feasibility Study. The Kalama transit study will have non-federal matching funds.

FHWA STBG (Rural Transit Feasibility) SFY 2027	$130,000
FHWA STBG (Six Rivers Regional Trail I-5 Bike/Pedestrian Crossing Feasibility) SFY 2027	$110,000
FHWA CRP (Six Rivers Regional Trail I-5 Bike/Pedestrian Crossing Feasibility) SFY 2027	$329,682
FHWA STBG (Kalama Transit Feasibility) SFY2027	$100,000
FHWA STBG (Kalama Transit Feasibility) SFY 2027 match *(local govt. agency)*	$15,607
TOTAL FHWA STBG/CRP funding SFY 2027	**$685,289**

TOTAL All Sources $2,645,169

Metropolitan Planning Funding Sources

WA State Federal Consolidated Planning Grant (FHWA PL/FTA 5303/2.5% Set Aside)	$895,954
WA State Federal Consolidated Planning Grant Local Match	$223,988
OR State FHWA Planning Grant (PL)	$5,241
OR State FTA Planning Grant (5303)	$1,895

OR State FHWA / FTA State or Local Match $802

WA State FHWA STBG Set-Aside Grant (Rails-to-Trails Planning) $80,000

WA State FHWA STBG Grant (Rural Transit Feasibility)..... $130,000

WA State FHWA STBG Grant (Six Rivers Regional Trail I-5 Bike/Pedestrian)..... $110,000

WA State FHWA CRP Grant (Six Rivers Regional Trail I-5 Bike/Pedestrian)..... $329,682

WA State FHWA STBG Grant (Kalama Transit Feasibility) $100,000

WA State FHWA STBG Grant (Kalama Transit Feasibility) Match from City of Kalama . $15,607

Total Metropolitan Planning Funding Available $1,893,169

Regional Planning Funding Sources

WA State RTPO Planning Grant..... $240,000

WA State FTA CPT-HSTP Grant..... $80,000

WA State FTA 5310 / WA State Consolidated Grant $136,000

WA State Consolidated Grant Local Match (Outside Funding) $34,000

WA State FHWA STBG Set-Aside Grant (Bike/Pedestrian Technical Assistance)..... $262,000

Total Regional Planning Funding Available $752,000

Appendix B: 2027 Budget by Task

Table 'A' below provides a detailed 2027 UPWP budget by task and funding source(s). Columns in the table to the right of the task and budget amount are the individual funding sources. The sub-task budget amounts are not split out into individual funding sources; thus, the reason some cells are blank.

Task Code	Budget	Total WA MPO CPG	WA MPO CPG	WA MPO Local Match	OR MPO FHWA PL	OR MPO FTA 5303	OR MPO State Match	OR MPO Local Match	Total WA RTPO	Total FTA CPT-HSTP	Total WA Consolidated Grant	Total WA Consolidated Grant Local Match	Total STBG Set Aside (Rails to Trails, Tech. Assist.)	Total STBG (Rural Transit, Kalama Transit, Six Rivers Trail I-5 Bike/Ped Crossing)	Total CRP (Six Rivers Trail I-5 Bike/Ped Crossing)	Total STBG Local Match (Kalama Transit)
1.0	$303,350	$217,593	$174,074	$43,519	$2,193	$793	$245	$91	$82,435	----	----	----	----	----		----
2.0	$750,901	$138,559	$110,847	$27,712	$1,397	$505	$156	$58	$27,119	$80,000	$136,000	$34,000	$45,000	$257,500	$15,000	$15,607
2.1	$20,000	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.2	$7,294	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.3	$45,000	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.4	$80,000	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.5	$170,000	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.6	$2,500	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.7	$3,000	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.8	$50,000	----	----	----	----	----	----	----	----	----	----	----	----	----		----
2.9	$373,107	----	----	----	----	----	----	----	----	----	----	----	----	----		----
3.0	$132,127	$54,912	$43,930	$10,982	$553	$200	$62	$23	$76,377	----	----	----	----	----		----
4.0	$164,667	$108,936	$87,149	$21,787	$1,098	$397	$122	$45	$54,069	----	----	----	----	----		----
UPWP Total	**$1,351,045**	**$520,000**	**$416,000**	**$104,000**	**$5,241**	**$1,895**	**$585**	**$217**	**$240,000**	**$80,000**	**$136,000**	**$34,000**	**$45,000**	**$257,500**	**$15,000**	**$15,607**

Table ‘B’ aggregates the detailed budget in Table ‘A’. Task 2.0 is not split into sub-tasks. Columns to the right of the task code are generalized funding sources (federal, state, local). Local match columns in Table ‘A’ are combined to one column.

Task Code	WA FEDERAL	OR FEDERAL STATE	WA STATE RTPO	FTA CPT-HSTP	WA STATE CONSOLIDATED GRANT	STBG SET ASIDE	STBG	CRP	LOCAL	TOTAL
1.0	$174,074	$3,231	$82,435	----	----	----	----		$43,610	$303,350
2.0	$110,847	$2,058	$27,119	$80,000	$170,000	$45,000	$273,107	$15,000	$27,770	$710,901
3.0	$43,930	$815	$76,377	----	----	----	----		$11,005	$132,127
4.0	$87,149	$1,617	$54,069	----	----	----	----		$21,832	$164,667
UPWP Total	**$416,000**	**$7,721**	**$240,000**	**$80,000**	**$170,000**	**$45,000**	**$273,107**	**$15,000**	**$104,217**	**$1,351,045**

Appendix C: 2027 Expenditures and Revenues by Fund Type

Metropolitan Planning

Funding Source	Total Estimated SFY 2027 Expenditures	Carry Forward Revenue from SFY 2026	Total Estimated SFY 2027 Revenue	Estimated Carry Forward Revenue to SFY 2028
WA Federal CPG (FHWA PL/FTA 5303/2.5%)	$416,000	$567,344	$328,610	$479,954
Local Match	$104,000	$141,835	$82,153	$119,988
OR FHWA PL	$5,241	$5,241	$0	$0
OR FTA 5303	$1,895	$1,895	$0	$0
OR State Match	$585	$585	$0	$0
Local Match	$217	$217	$0	$0
WA STBG Set-Aside Grant (Rails-to-Trails Planning)	$20,000	$0	$80,000	$60,000
WA STBG Grant (Rural Transit Feasibility)	$130,000	$0	$130,000	$0
WA STBG Grant (Six Rivers Trail I-5 Bike/Pedestrian Crossing)	$27,500	$0	$110,000	$82,500
WA CRP Grant (Six Rivers Trail I-5 Bike/Pedestrian Crossing)	$15,000	$0	$329,682	$314,682
WA STBG Grant (Kalama Transit Feasibility)	$115,607	$0	$115,607	$0
Total	$836,045	$717,117	$1,176,052	$1,057,124

Regional Planning

Funding Source	Total Estimated SFY 2027 Expenditures	Carry Forward Revenue from SFY 2026	Total Estimated SFY 2027 Revenue	Estimated Carry Forward Revenue to SFY 2028
WA RTPO Planning Grant	$240,000	$240,000	$0	$0
WA CPT-HSTP Grant	$80,000	$80,000	$0	$0
WA Consolidated Grant	$136,000	$136,000	$0	$0
WA Consolidated Grant Local Match	$34,000	$34,000	$0	$0
WA STBG Set-Aside Grant (Bike and Pedestrian/Trail Projects Technical Assistance)	$25,000	$0	$262,000	$237,000
Total	$515,000	$490,000	$262,000	$237,000

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