STATE FISCAL YEAR 2026 UNIFIED PLANNING WORK PROGRAM

July 1, 2025 to June 30, 2026
Cowlitz-Wahkiakum Council of Governments Bi-State
Metropolitan Planning Organization

Southwest Washington Regional Transportation Planning Organization

Cowlitz-Wahkiakum
Council of Governments
TRANSPORTATION

Mailing Address
PO Box 128
Kelso, WA 98626

Street Address
959 11th Avenue
Longview, WA 98632

360-577-3041
www.cwcog.org

Title VI Notice to Public

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.

Notificación de Titulo VI al Público

El CWCOG opera de acuerdo con todas las leyes federales y estatales aplicables, incluido el Título VI de la Ley de Derechos Civiles de 1964, sin distinción de raza, color, origen nacional, religión, sexo, orientación sexual, estado civil, edad o discapacidad. Aquellas personas con dominio limitado del inglés pueden solicitar asistencia lingüística a través de traducción oral, visual y / o escrita sin costo para el individuo. Para asistencia o preguntas sobre el Título VI de CWCOG o las políticas de Dominio Limitado del Inglés o para presentar una queja, comuníquese con el Coordinador del Título VI de la Agencia al (360) 577-3041.

Cowlitz-Wahkiakum Council of Governments 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 1
Wahkiakum Port District 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

Cowlitz-Wahkiakum Council of Governments Staff

Bill Fashing, Executive Director
Anisa Kisamore, Administrative Director
Robert Stevens, Senior Transportation Planner
Rachelle Nugent, Target Zero Manager
Megan Wirtz, Mobility Management Coordinator
Gabriel Reese, Transportation Planner
Stacey Lane, Community Resource Coordinator
Sam Shogren, Community Development Planner
Monica Seidl, Project Specialist

Planning Partner Staff

Grays Harbor Council of Governments
Vicki Cummings, Executive Director
Mark Northrop, Planner II
Natalie Jensen, Office Coordinator

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

Washington State Department of Transportation

Oregon Department of Transportation

FTA
Federal Transit Administration

Table of Contents

CWCOG Board of Directors Resolutions 1

Acronyms and Definitions 3

Background Information 4

- Unified Planning Work Program Overview 4
- CWCOG's Metropolitan and Regional Transportation Programs 4
- Federal, State, and Regional Planning Priorities 6
- Federal and State Emphasis Areas 6
- Unified Planning Work Program Amendment Process 7
- Accomplishments from the 2025 Unified Planning Work Program 7

2026 Unified Planning Work Program Tasks 7

- Introduction 7
- 1.0 Transportation Program Administration 8
- 2.0 Multi-Modal Transportation Planning 9
- 3.0 Transportation Data Development 19
- 4.0 Project Programming and Prioritization 20
- Responsibilities General Timeline 21
- Work Program Alignment with Emphasis Areas 22

2026 Unified Planning Work Program Budget 23

- Budget Summary 23
- Unfunded Transportation Planning Needs (Unranked) and Estimated Cost 24
- Anticipated Consultant Contracts 24

Appendix A: Funding Sources Overview 25

- Funding Sources for Metropolitan Planning 27
- Funding Sources for Regional Planning 27

Appendix B: 2026 Budget by Task 28

Appendix C: Expenditures versus Revenues Summary 29

Cowlitz-Wahkiakum Council of Governments

A Resolution Adopting)
the State Fiscal Year 2026 Unified) RESOLUTION 25-09
Planning Work Program)

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 2026 UPWP for the MPO and the SWRTPO; and

WHEREAS, federal, state, and local funds in the amount of $1,129,853 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 announcing the public comment period as required by the 2017 CWCOG Public Participation Plan;

NOW, THEREFORE, BE IT RESOLVED that the CWCOG Board of Directors does hereby adopt the State Fiscal Year 2026 Unified Planning Work Program with a total budget of $1,129,853 as presented.

PASSED AND APPROVED this 22nd day of May 2025.

William A. Fashing, Executive Director

Mike Karnofski, Chair

Cowlitz-Wahkiakum Council of Governments

A Resolution Amending the)
2026 Unified Planning) RESOLUTION 26-02
Work Program)

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

WHEREAS, it has been determined that an amendment is needed to add the Kalama Internal Transit Feasibility Study project and delete the Pedestrian and Bicycle Counters project in the State Fiscal Year 2026 Unified Planning Work Program, Sub-Task 2.9 Special Planning Studies and Projects; and

WHEREAS, the Kalama Internal Transit Feasibility Study project adds $115,607 to the UPWP budget supported by a $100,000 Surface Transportation Block Grant award and $15,607 of City of Kalama matching funds; and

WHEREAS, the Pedestrian and Bicycle Counters project removes $25,000 from the UPWP budget; and

WHEREAS, the UPWP total budget would increase $90,607; and

WHEREAS, the proposed amendment to the 2026 UPWP was made available for a public comment period of at least 15 days per the CWCOG Public Participation Plan and advertised in *The Daily News* newspaper of Longview, Washington prior to board action; and

NOW, THEREFORE, BE IT RESOLVED that by affirmative action on Resolution26-02, the State Fiscal Year 2026 UPWP is hereby amended to add the Kalama Internal Transit Feasibility Study project and remove the Pedestrian and Bicycle Counters project from Sub-Task 2.9 Special Planning Studies and Projects and increase the total budget by $90,607 for a total of $1,220,460.

PASSED AND APPROVED this 22nd day of January 2026.

William A. Fashing, Executive Director

Mike Karnofski, Chair

Acronyms and Definitions

Acronym	Definition
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 (WSDOT Office)
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 (Combines PL and 5303)
CRP	Carbon Reduction Program
GMA	Growth Management Act
PL	FHWA Metropolitan Planning Funding
SEPA	State Environmental Policy Act
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
TA	Transportation Alternatives
Other	
CATAC	Cowlitz Area Technical Advisory Committee
MPA	Metropolitan Planning Area
UPWP	Unified Planning Work Program

Background Information

Unified Planning Work Program Overview

The Unified Planning Work Program describes transportation planning activities and tasks the Cowlitz-Wahkiakum Council of Governments will work on in the next state fiscal year (July 1, 2025 through June 30, 2026) in cooperation with state and federal partners, public transportation agencies, and other stakeholders. CWCOG staff receives assistance in completing the identified activities and tasks by a planning partner, Grays Harbor Council of Governments, and consultants.

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 the description of activities and tasks includes an overview, information on who will perform the work, an estimated timeline, and a list of deliverables.

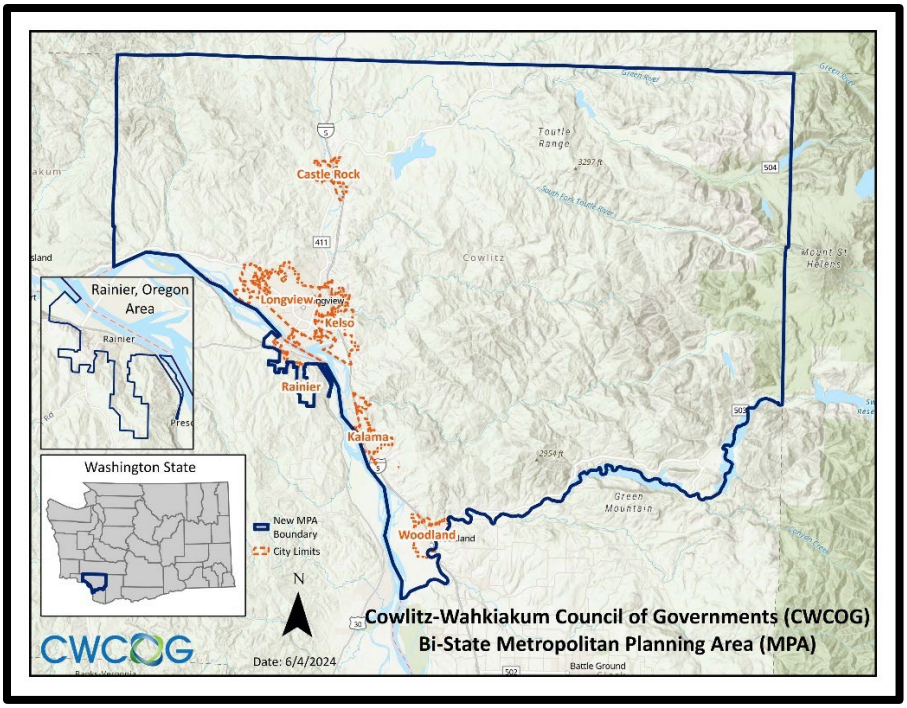
Image Courtesy of CWCOG

This State Fiscal Year 2026 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 Public Participation Plan prior to being considered for adoption. The CWCOG Board of Directors adopted the 2026 Unified Planning Work Program on May 22, 2025 (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.

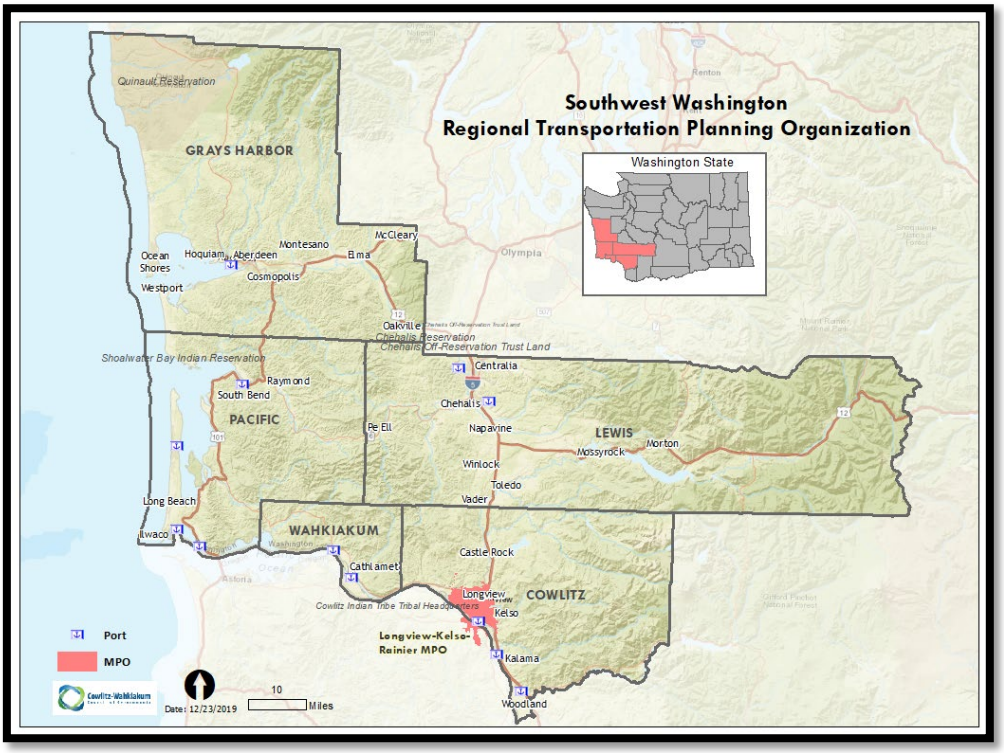


Metropolitan Planning Organization

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 new bi-state MPA encompassing Cowlitz County, Washington and (crossing over the Columbia River) the City of Rainier, Oregon. Prior to the end of 2024 the Governors of Washington and Oregon had also provided approval for this expanded boundary. The planning area is close to 1,150 square miles with a population of about 114,000 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 (TAC).

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 a population of 296,302 people (as of the 2020 Census). 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 forums were established in 2024 to engage elected officials and staff in deeper policy discussions as well as provide a venue to gather feedback in each county on regional transportation planning activities. These policy forums review and provide feedback on draft policies/strategies prior to full board consideration. In addition to being an MPO advisory committee, the Cowlitz Area Technical Advisory Committee also 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.

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.
- 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 2024 UPWP Guidance included Washington State Emphasis Areas (Administrative, Planning Collaboration, Federal Functional Classification Update, Transportation Asset Management Plan Reporting). On page 20 there is a chart that shows work program tasks/sub-tasks and alignment with state emphasis areas. When federal emphasis areas are available in the future the CWCOG will add them to the chart on page 20.

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, transportation policy forums, 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 2025 Unified Planning Work Program

Below are a few key accomplishments during SFY 2025 (July 1, 2024 - June 30, 2025). A complete list of accomplishments for SFY 2025 will be included in the 2025 Annual Performance and Expenditures Report. The Annual Performance and Expenditures Report will be published on the CWCOG Transportation webpage (www.cwcog.org/transportation) in September 2025.

- Adopted the SWRTPO Regional Trails Plan to build upon the work completed in 2016 on the Bicycle and Pedestrian Assessment.
- The CWCOG Board of Directors (MPO Policy Board) adopted a regional commitment to Vision Zero by establishing targets to reduce fatalities and serious injuries 30% by 2030 and 60% by 2036 with eventually reaching zero in 2042.
- Completed a Comprehensive Safety Action Plan for Cowlitz County and six incorporated cities (Castle Rock, Kalama, Kelso, Longview, Rainier [Oregon], Woodland).
- Held Transportation Policy Forums in Fall 2024 and Spring 2025 in the four non-MPO counties (Grays Harbor, Lewis, Pacific, Wahkiakum).
- Completed a SWRTPO bridge replacement prioritization exercise in all five counties to develop a regional list of the highest priority bridges needing to be replaced.
- Hosted the Washington Transportation Commission for their two-day meeting in Aberdeen including coordinating speakers for the meeting and the local area tour for commissioners.
- Worked with groups in Grays Harbor County to address SR 109 flooding impacts and issues.

2026 Unified Planning Work Program Tasks

Introduction

For SFY 2026, 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 each task. A general description is provided for each task as well as a list of responsibilities and deliverables. On each list of responsibilities CWCOG staff is the agency responsible unless otherwise noted. As a planning partner, GHCOG, assists CWCOG staff with RTPO responsibilities in Grays Harbor County. The same information provided for each task is also included for the sub-tasks. The last two subsections provide a visual timeline of when responsibilities for each task (or sub-task) are anticipated to happen as well as a table showing the alignment between tasks/sub-tasks and state emphasis areas.

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 2026-2029 M/RTIP.
3. Manage the SWRTPO program and provide direct delivery in Cowlitz, Pacific, Wahkiakum, 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.
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.
11. Collaborate with WSDOT, ODOT, FHWA, FTA, RiverCities Transit, and GHCOG planning partner to prepare a new UPWP.
12. Attend and participate in conferences, trainings, workshops, and webinars.

Deliverables

1. CWCOG 2026 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. 2025 UPWP Annual Performance and Expenditures Report
11. Adopted 2027 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.

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.
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 and GHCOG work collectively to engage with tribal partners during transportation planning processes or Mobility Management outreach. Maintain documentation of tribal outreach.
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.
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 forums in the four SWRTPO non-MPO counties (Grays Harbor, Lewis, Pacific, Wahkiakum) in the fall and spring. GHCOG to assist with the Grays Harbor County Transportation Policy Forum.
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 2026 CWCOG anticipates participation in the following statewide activities.
    - Washington Transportation Plan (WTP) Update
    - Statewide Multimodal Transportation Plan
    - Performance-Based Project Evaluation Model
    - Multimodal Level of Service
    - Cycle Highways
    - Complete Streets
    - Sandy Williams Connecting Communities Program
    - Public Transportation Plan
    - Rail Plan
    - 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)

Deliverables

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, CATAC meetings, and the four transportation policy forums 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.

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, service organizations, or the Lower Columbia Transportation Professionals to make community 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.

2.3 Metropolitan/Regional Transportation Plan Implementation

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 involves tracking implementation of plan goals, policies, and strategies and developing amendments to the plan as needed.

Responsibilities

1. Complete a public and stakeholder review period to gather feedback on an M/RTP amendment before presenting it to the CWCOG Board of Directors for consideration. The amendment will incorporate two items: 1) New MPA boundary; and 2) Updates to the System Performance Report.
2. Finalize a new revised project prioritization process for the M/RTP with feedback requested from the Cowlitz Area Technical Advisory Committee and SWRTPO Transportation Policy Forums.
3. Gather new project information as needed and use a new project prioritization process developed in #2 above to come up with new M/RTP project priorities. Develop M/RTP amendment for board consideration to incorporate new project priorities.
4. Track implementation of M/RTP strategies.

Deliverables

1. Amendment No. 1 to *Moving Forward 2050* to Incorporate MPA Boundary - Anticipated September 2025.
2. Amendment No. 2 to *Moving Forward 2050* to Incorporate New Project Priorities - Anticipated June 2026.

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 has been amended twice, most recently in January 2025 to add the ranked projects list for the 2025-2027 Consolidated Grant program. During SFY 2025 CWCOG staff have engaged with transit agencies, tribes, nonprofit public transportation providers, and other stakeholders to complete as much outreach as possible ahead of formally starting work on the next plan update in SFY 2026. Adoption of a new plan is scheduled for Fall 2026.

Responsibilities

1. With assistance from public transportation agencies, MPO/SWRTPO member agencies, WSDOT, and FTA complete the following:
    a. Continue outreach with stakeholders to monitor implementation of regional strategies in the current CPT-HSTP and to facilitate the development of an updated CPT-HSTP.
    b. Identify updated gaps in services for getting people to where they need to go.
    c. Develop a public outreach strategy for the plan update process.
    d. Develop an updated regional demographics profile including new GIS maps to be used in the plan.
    e. Develop, and collect responses, for an accessible transportation needs survey.
    f. Conduct an inventory and assessment of existing, available services for each of the current public transportation providers.
    g. Identify updated transportation connectivity service gaps that would impact people accessing essential services.

h. Begin to develop strategies and/or projects to address gaps and improve effectiveness in service delivery.
i. Work on developing a draft version of an updated CPT-HSTP.

2. 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. Public Outreach strategy
3. Accessible Transportation Survey
4. Initial Draft CPT-HSTP

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, coordinated mobility management program to assist those in need of accessible transportation services, or provide help to everyone with understanding how to access/use public transportation services. The Regional Mobility Management Program was launched in 2021 after being awarded a 2021-2023 Consolidated Grant to fulfill many unmet needs. This task includes staffing, planning, and operational support to improve accessible transportation throughout the 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 to include in an updated Regional Mobility toolkit. This document will serve 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. Updated Regional Mobility Toolkit.
4. Travel training curriculum.

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 48.80.023(3)). Further, in counties that fully plan under the Growth Management Act (GMA) this review process also helps ensure transportation facilities and services of statewide significance (RCW 47.04.140) are included in local comprehensive plans. Lewis and Pacific Counties are the only counties in the SWRTPO fully planning under the GMA. The City of Woodland in Cowlitz County fully plans under the GMA as well since a small part of the city limits crosses into 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, review and update as needed previous comments and findings of consistency before presenting to the SWRTPO Board for ratification. Upon board ratification the CWCOG Executive Director and Board Chair will sign the review form and it will be filed at the CWCOG office.

Deliverable

1. Completed comprehensive plan transportation element review checklists with SWRTPO Board ratification.

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.

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.
4. Update the System Performance Report (included in M/RTP Appendix 'C') to monitor progress towards achieving the various performance targets.

Deliverables

1. Resolutions adopting or establishing performance targets.
2. Updated System Performance Report ready for an M/RTP Amendment.

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.
3. Notes for any changes needed to the regional architecture.

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 either through WSDOT's CPG or specific federal funding awards (STBG or STBG Set Aside [TA]) provided by the CWCOG Board of Directors or the SWRTPO Board. Several of the projects utilize toll credits in lieu of non-federal matching funds. The following descriptions clearly indicate the budget, funding source(s), and use of toll credits or 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 21 for more information on CWCOG 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. Finalize the RFQ process and executing a contract with a consultant if not completed in SFY 2025.
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.
5. Consultant to engage with agencies, businesses, and potential transit users as needed to develop this study.
6. Consultant to develop potential service demand analysis and potential service options evaluation.
7. Consultant to identify further planning studies and/or pilot projects that are needed.
8. Consultant to prepare final report.

Deliverable

1. Rural Transit Feasibility Study report.

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. Complete an RFQ process at the same time as the Cowlitz County and Rainier, Oregon Rural Transit Feasibility Study with the goal to hire one consultant team to complete both projects.
2. Execute a contract with a consultant.
3. Process consultant invoices and provide overall project administration.
4. CWCOG, the City of Kalama, and consultant to have project coordination meetings as needed throughout the project.
5. Consultant to gather data and complete research on existing small city and rural area transit services like what is needed in Kalama.
6. Consultant to engage with agencies, businesses, and potential transit users as needed to develop this study.
7. Consultant to develop potential service demand analysis and potential service options evaluation.
8. Consultant to identify and provide a scope of work for any further planning studies and/or pilot projects recommended.
9. Consultant to prepare final report.

Deliverable

1. Kalama Internal Transit Feasibility Study

Six Rivers Regional Trail Conceptual Bridge Design Study*

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. The Gibbs & Olson report identified three locations (Barnes Drive and I-5 Exit 52; Pleasant Hill Road and I-5 North of Exit 42; East CC Street over the Lewis River) where a new pedestrian bridge parallel to an existing bridge was recommended. This study will complete initial 10-15% conceptual design plans for three new bicycle/pedestrian bridges, or existing bridge deck replacements with wider shoulders for non-motorized access, for use in future design/construction projects.

Project Budget and Funding Source

1. Budget - $110,000
2. Funding Source – STBG with toll credits

Responsibilities

1. Finalize the RFQ process and executing a contract with a consultant if not completed in SFY 2025.

2. Process consultant invoices and provide overall project administration.
3. CWCOG and consultant to have project coordination meetings as needed throughout project.
4. Consultant to develop three separate 10-15% conceptual design plans.

Deliverable

1. Final 10-15% Design Plans.

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 near-term action was to include a new project in the Unified Planning Work Program for traffic safety marketing to increase public awareness of the importance of being safe drivers.

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.

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.

Project Budget and Funding Source

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

Responsibilities

1. Complete an RFQ process to hire a consultant team including a bridge engineer.
2. Coordination meetings between CWCOG staff and consultant to discuss project needs.
3. Consultant to start site investigations and office work to develop a bridge analysis for the eleven bridges along the rail corridor.
4. Consultant to start conceptual trail alignment and phasing plans; trail design; and permitting needs analysis.

Deliverables

1. Project stakeholder committee meeting agenda packets and summary notes
2. Bridge analysis report. Anticipate completion in SFY 2027.
3. Trails planning report. Anticipate completion in SFY 2027.

SR 411 Corridor Study

The 2020 Census expanded the Longview Urban Area north to include the City of Castle Rock. There are two major routes between Longview/Kelso and Castle Rock: I-5 and SR 411. As growth continues further north, SR 411 from Longview/Kelso to Castle Rock via the Lexington area will continue to experience greater use. This project will develop a corridor vision and provide an evaluation of potential improvement alternatives. Three focus areas along the corridor will include the Patriot Rail undercrossing south of Lexington, the Lexington area, and the Castle Rock four corners area (where SR 411 heads east to cross the Cowlitz River). Staff workload has not allowed this project to be completed but is being carried forward from SFY 2025 to allow the study to start at a future date. When the study gets closer to being kicked off, the corridor study limits may be reduced to include only one or two of the focus areas. Should WSDOT Southwest Region have funding in the future for corridor planning work in the Lexington area, this project will be adapted and coordinated to align with WSDOT plans.

Project Budget and Funding Source

1. Budget - $300,000 (across multiple SFYs)
2. Funding Source - WSDOT's CPG with local match

Responsibilities

1. Complete an RFQ process to hire a consultant.
2. Coordination meetings to be held to discuss project progress between CWCOG staff, WSDOT, and a consultant.
3. Consultant with some assistance from CWCOG staff to facilitate project steering committee meetings.
4. Consultant to start to facilitate corridor visioning process involving stakeholders and the public.

Deliverables

1. Project stakeholder committee meeting agenda packets and summary notes.
2. Draft memo summarizing the results of the visioning process.
3. Final Corridor Report. Anticipated to be completed in future fiscal years (SFY 2027 or 2028).

Resilience Improvement Plan

This project will develop an MPO Resilience Improvement Plan that complies with federal requirements in 23 USC 176(e)(2). 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. Conduct review of existing Resilience Improvement Plans from other MPOs and develop an outline of the proposed plan.
3. Conduct review of existing hazard mitigation and other plans in the region that have previously addressed the transportation resilience issue.
4. Host transportation resiliency community event(s) to provide public education and gather feedback to assist with developing the plan.
5. Develop a Resilience Improvement Plan.

Deliverable

1. MPO Resilience Improvement Plan.

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 metropolitan and regional transportation planning programs. Data is vital for understanding existing and future conditions of the regional transportation system including the CWCOG regional trails inventory, WSDOT or ODOT crash data, or traffic counts collected by CWCOG via a vendor. Also included in this task is maintenance and calibration of the MPO regional travel demand model, data analysis, and map development or production for various plans or to meet various requests.

CWCOG's goal remains continuous improvement in how GIS and other data are organized to increase usability and data integrity. Part of this data organization includes developing data models to standardize GIS data collection and development when possible.

Responsibilities

1. Collect and maintain transportation planning data in coordination with WSDOT or ODOT as appropriate.
2. Continue developing GIS data models for improved data collection, development, maintenance, and analysis when possible.
3. Collect data (including traffic counts) to support performance-based planning and programming.
4. Maintain GIS data useful for performance measure reporting, tracking, and analysis.
5. Use 2020 Census and American Community Survey data for mapping and analysis.
6. Continue to improve GIS visualization and analysis techniques.
7. Facilitate data sharing between public transportation providers.
8. Consultant with assistance from CWCOG to run travel demand model scenarios for transportation/development projects or various planning studies.
9. Consultant with assistance from CWCOG to conduct maintenance and re-calibration on travel demand model.
10. Third-party vendor to collect traffic count data to support travel demand model maintenance as well as WSDOT updates to the Freight and Goods Transportation System.
11. Participation in Washington or Oregon statewide travel demand modeling efforts to help ensure CWCOG's MPO model is incorporated where appropriate.
12. Review proposed federal functional classification changes and provide comments to WSDOT/ODOT when requested.

Deliverables

1. Thematic maps to support transportation and land use planning.
2. ArcGIS Online web applications or dashboards for the M/RTIP, Six Rivers Trail, SWRTPO Regional Trails Inventory, Comprehensive Safety Action Plan, or SR 4 corridor to be maintained.
3. Online maps will be incorporated on the CWCOG website to facilitate easier public access.
4. GIS analysis for informing planning studies, projects, and decision makers.
5. Maps for transportation planning 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 based on requests from member agencies or private sector for transportation and development projects.

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 include FHWA/FTA funding. 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 anywhere within the SWRTPO. Competitive calls for projects are used to select projects to receive federal funds. For the MPO only, 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 and SWRTPO Board.
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 transportation policy forums in Grays Harbor, Lewis, Pacific, or Wahkiakum Counties to develop or revise STBG, CRP, or TA ranking process.
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.
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.

Deliverables

1. Adopted 2026-2029 M/RTIP.
2. Public notices to advertise comment period on 2026-2029 M/RTIP or M/RTIP formal amendments.
3. CWCOG TIP Amendment Report forwarded to local and state agencies then filed at the CWCOG office.
4. WSDOT TIP Amendment Checklist for formal amendments or administrative modifications for MPO projects.
5. CWCOG Board of Directors resolutions or CWCOG Administrative Modification forms for MPO projects.
6. M/RTIP fiscal constraint spreadsheet for MPO projects.
7. Lists of ranked projects.
8. Programming Schedules
9. CWCOG/SWRTPO board resolutions that approve calls for projects guidance and project selections.
10. Award Letters
11. Annual Listing of Obligated Projects

Responsibilities General Timeline

The chart below provides a visual for when the responsibilities described previously under each task (or sub-task) are anticipated to occur between July 1, 2025 and June 30, 2026. Any responsibilities described previously and not listed in this chart are considered ongoing or as needed activities.

SFY 2026 UPWP Responsibilities General Timeline

	2025						2026					
	July	August	September	October	November	December	January	February	March	April	May	June
1.0 Transportation Program Administration												
SFY 2025 UPWP Annual Performance & Expenditure Report			★									
MPO Self-Certification Form				★								
Title VI Annual Report							★					
SFY 2027 UPWP											★	
2.0 Multi-Modal Transportation Planning												
M/RTP Amendment - Incorporate New MPA Boundary & Incorporate System Performance Report Changes (Subtask 2.3)			★									
M/RTP Project Prioritzation Process Revisions (Subtask 2.3)												
Complete New M/RTP Project Prioritization and Incorporate through M/RTP Amendment (Subtask 2.3)												★
CPT-HSTP Development (Subtask 2.4)												
Review/Adopt 2026 Safety Performance Measures (Subtask 2.7)							★					
Update System Performance Report (Subtask 2.7)												
Rural Transit Feasibility Study (Subtask 2.9)									★			
Kalama Internal Transit Feasibility Study (Subtask 2.9)												
Six Rivers Regional Trail Bridge Study (Subtask 2.9)									★			
Rails to Trails Planning Obligation Process (Subtask 2.9)												
Rails to Trails Planning RFQ Process (Subtask 2.9)												
Rails to Trails Planning Study (Subtask 2.9)												
Resilience Improvement Plan (Subtask 2.9)												
SR 411 Corridor Study RFQ Process (Subtask 2.9)												
3.0 Transportation Data Development												
MPO Traffic Counts												
4.0 Project Programming and Prioritization												
2026-2029 M/RTIP			★	★								
M/RTIP Amendments												
Distribute CWCOG STBG, CRP, or TA Annual Report Forms												
2025 Annual Listing of Obligated Projects									★			

★ Month with milestone such as document publication, adoption, or submittal to WSDOT/ODOT.

Work Program Alignment with Emphasis Areas

The chart below provides a visual of the alignment between work program activities and state emphasis areas.

SFY 2026 UPWP Alignment with Emphasis Areas				
	State Emphasis Areas			
Tasks/Sub-Tasks	Administrative	Planning Collaboration	Federal Functional Classification Update	Transportation Asset Management Plan Reporting
1.0 Transportation Program Administration	X			
2.0 Multi-Modal Transportation Planning				
2.1 Coordination and Consultation		X	X	X
2.2 Public and Stakeholder Participation, Outreach, and Education		X	X	X
2.3 Metro/Regional Transportation Plan Implementation			X	X
2.4 Coordinated Public Transit-Human Services Transportation Plan				
2.5 Regional Mobility Management Program				
2.6 Review and Certification of Local Comprehensive Plans		X		
2.7 Transportation Performance Management				X
2.8 ITS Architecture Maintenance				
2.9 Special Planning Studies or Projects				
Cowlitz County and Rainier, Oregon Rural Transit Feasibility Study				
Kalama Internal Transit Feasibility Study				
Six Rivers Regional Trail Bridge Study				
Vision Zero Traffic Safety Marketing				
Rails to Trails Planning				
SR 411 Corridor Study				
Resilience Improvement Plan		X		
3.0 Transportation Data Development		X	X	X
4.0 Project Programming and Prioritization		X		

2026 Unified Planning Work Program Budget

Budget Summary

The 2026 Unified Planning Work Program budget is $1,220,460 and the breakdown by task is listed below.

- 1.0 Transportation Program Administration - $341,077
- 2.0 Multi-Modal Transportation Planning - $728,700
- 3.0 Transportation Data Development - $85,674
- 4.0 Project Programming & Prioritization - $65,009

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 2.5% set aside of FHWA metropolitan planning funds. This set-aside requires MPOs to spend at least 2.5% of their FHWA allocation on safe and accessible transportation activities as specified in the Infrastructure Investment and Jobs Act (Public Law 117-58 Section 11206(c)). An excerpt of Section 11206(c) below lists activities that qualify as safe and accessible transportation. The estimated amount CWCOG specifically must spend is about $6,000 - $7,000 per fiscal year. CWCOG staff reports and tracks compliance with the safe and accessible transportation set-aside in the following ways.

1. On monthly reports submitted to WSDOT (along with invoices) any safe and accessible transportation activities are marked with an asterisk (*).
2. In the UPWP Annual Performance and Expenditures Report safe and accessible transportation activities completed are marked with an asterisk (*).
3. On staff timesheets any time that would qualify as safe and accessible transportation is listed separately under UPWP Task 2.0 (CWCOG Accounting Code 120-2) along with a brief description. This allows a dollar amount for staff time to be calculated and reported on future WSDOT invoices to show a dollar amount to credit toward CWCOG's safe and accessible transportation set-aside.

   Infrastructure Investment and Jobs Act (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. SR 4 Scenic Byway Corridor Management Plan in Wahkiakum County - $150,000
2. Resiliency analysis to map natural hazard impacts to regional transportation system - $100,000
3. Coordinated rail planning effort for Lewis, Grays Harbor, and Cowlitz Counties – $500,000-$600,000
4. At-Grade Rail Crossing Study to examine the traffic and life/safety impacts of at-grade rail crossings and identify mitigation options – $200,000
5. Local Road Safety Plan development for Grays Harbor County and four incorporated cities. -- $450,000
6. ADA Transition Plan development for six cities in Grays Harbor County -- $600,000
7. Quiet Zone development: planning, grade crossing inventory forms, grant writing, and implementation assistance in Elma, Montesano, and Aberdeen – $450,000
8. 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

The table below lists contracts anticipated for SFY 2026 to assist with task(s) described in this UPWP.

Description	Consultant	SFY 2026 Amount
SWRTPO Planning assistance in Gray Harbor County (Tasks 1.0 – 3.0)	Grays Harbor Council of Governments	$35,000
Travel Demand Model Ongoing Maintenance and Assistance (Task 3.0)	Transpo Group	$140,000
Cowlitz County and Rainier, Oregon Rural Transit & Kalama Internal Transit Feasibility Studies (Task 2.0, Sub-Task 2.9)	To Be Determined	$245,607
Six Rivers Regional Trail Bridge Study (Task 2.0, Sub-Task 2.9)	To Be Determined	$110,000
Rails to Trails Planning (Task 2.0, Sub-Task 2.9)	To Be Determined	$80,000
SR 411 Corridor Study (Task 2.0, Sub-Task 2.9)	To Be Determined	$300,000

Appendix A: Funding Sources Overview

Washington State Federal Consolidated Planning Grant (CPG)

Starting with SFY 2026 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 for SFY 2026 ..... $313,831
Estimated WA State Federal CPG carry-forward from SFY 2025 ..... $849,330
TOTAL Federal CPG funding for SFY 2026 ..... **$1,163,161**

Oregon State FHWA Planning Grant (PL)

FHWA funding to MPOs for transportation planning activities.

Estimated OR State PL funding for SFY 2026 ..... $9,750
Estimated OR State PL Safe & Accessible Transportation Options Set-Aside for SFY 2026..... $250
TOTAL Estimated OR State PL funding for SFY 2026 ..... **$10,000**

Oregon State FTA Planning Grant (Section 5303)

FTA funding to MPOs for transportation planning activities.

TOTAL Estimated OR State FTA 5303 funding for SFY 2026 ..... **$4,000**

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. Match ratios are listed below.

Estimated non-federal match for SFY 2026:
WA State Federal CPG 20.0% match *(local government participating agencies)*..... $290,790
OR State FHWA (PL) and FTA (5303) 20.0% match *(ODOT/local government participating agencies)*..... $3,500
TOTAL non-federal match needed for SFY 2026 ..... **$294,290**

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 for SFY 2026..... **$366,968**

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 for SFY 2026..... **$120,000**

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 for SFY 2026 ..... $274,190

WA State Consolidated Grant match for SFY 2026 *(public transportation/regional planning agencies)* $68,548
TOTAL WA State Consolidated Grant funding for SFY 2026 ..... **$342,738**

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. On December 6, 2023 the SWRTPO Board approved STBG Set Aside funds for Rails to Trails Planning. Toll credits are being used in lieu of non-federal matching funds.

FHWA STBG Set-Aside (Rails to Trails Planning) for SFY 2026 ..... $80,000
TOTAL FHWA STBG Set-Aside funding for SFY 2026..... **$80,000**

Washington State FHWA STBG Grant

FHWA funding available for surface transportation projects, including planning, selected by an MPO. The CWCOG Board of Directors approved STBG funds for two planning studies, Rural Transit Feasibility and Six Rivers Regional Trail Bridge, on January 25, 2024. Toll credits are being used in lieu of non-federal matching funds. The CWCOG Board of Directors approved a lead agency change from the City of Kalama to the CWCOG for the Kalama Internal Transit Feasibility Study on December 18, 2025.

FHWA STBG (Rural Transit Feasibility) for SFY 2026..... $130,000
FHWA STBG (Six Rivers Regional Trail Bridge) for SFY 2026 ..... $110,000
FHWA STBG (Kalama Internal Transit Feasibility) for SFY 2026.....$100,000
FHWA STBG Match (Kalama Internal Transit Feasibility) for SFY 2026 .....$15,607
TOTAL FHWA STBG funding for SFY 2026..... **$355,607**

TOTAL All Sources.....**$2,736,764**

Funding Sources for Metropolitan Planning

Metropolitan Planning (Codes 120-1 – 120-4) Estimated Cost and Funding Sources	
WA State Federal Consolidated Planning Grant (FHWA PL/FTA 5303)	$1,163,161
WA State Federal Consolidated Planning Grant Local Match	$290,790
OR State FHWA Planning Grant (PL)	$10,000
OR State FTA Planning Grant (5303)	$4,000
OR State FHWA / FTA State or Local Match	$3,500
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 (Kalama Internal Transit Feasibility)	$100,000
WA State FHWA STBG Grant Match (Kalama Internal Transit Feasibility)	$15,607
WA State FHWA STBG Grant (Six Rivers Regional Trail Bridge)	$110,000
Total Cost Estimate	**$1,907,058**

Funding Sources for Regional Planning

Regional Planning (Codes 120-5 – 120-8; 125; 131) Estimated Cost and Funding Sources	
WA State RTPO Planning Grant	$366,968
WA State FTA CPT-HSTP Grant	$120,000
WA State FTA 5310 / WA State Consolidated Grant	$274,190
WA State Consolidated Grant Local Match (Outside Funding)	$68,548
Total Cost Estimate	**$829,706**

Appendix B: 2026 Budget by Task

TABLE 'A'

Task Code	Task Name	Budget	WA MPO			OR MPO				Total WA RTPO	Total FTA CPT-HSTP	Total WA Consolidated Grant	Total WA Consolidated Grant Match	Total STBG Set-Aside (Rails-to-Trails)	Total STBG (Rural Transit & Kalama Internal Transit Feasibilities/Six Rivers Trail Bridge Study)	Total STBG Grant Match (Kalama Internal Transit Feasibility)
			Total CPG (FHWA/FTA)	CPG (FHWA/FTA)	Local Match	FHWA - PL	FTA - 5303	STATE MATCH	Local Match							
1.0	Transportation Program Administration	341,077	237,875	190,300	47,575	5,500	2,200	0	1,925	93,577						
2.0	Multi-Modal Transportation Planning	728,700	44,200	36,610	7,590	1,600	640	0	560	69,724	60,000	137,095	34,274	25,000	340,000	15,607
	2.1 Coordination and Consultation	17,400														
	2.2 Public and Stakeholder Participation, Outreach, and Education	5,750														
	2.3 Metro/Regional Transportation Plan Implementation	13,000														
	2.4 Coordinated Public Transit - Human Services Transportation Plan	60,000														
	2.5 Regional Mobility Management Program	171,369														
	2.6 Review & Certification of Local Comprehensive Plans	1,724														
	2.7 Transportation Performance Management	3,450														
	2.8 ITS Architecture Maintenance	400														
	2.9 Special Planning Studies or Projects	455,607														
3.0	Transportation Data Development	85,674	73,525	58,820	14,705	1,700	680	0	595	9,174						
4.0	Project Programming & Prioritization	65,009	51,900	41,520	10,380	1,200	480	0	420	11,009						
	UPWP TOTAL	**1,220,460**	**407,500**	**327,250**	**80,250**	**10,000**	**4,000**	**0**	**3,500**	**183,484**	**60,000**	**137,095**	**34,274**	**25,000**	**340,000**	**15,607**

Table 'A' shows detailed breakdown of UPWP budget column by funding sources.

Table 'B' aggregates Table 'A' into generalized columns for federal, state, or local. Local match columns in Table 'A' are combined into a single column in Table 'B'.

TABLE 'B'

Task Code	Task Name	TASK FUNDING SUMMARY							
		WA FEDERAL	OR FEDERAL STATE	WA STATE RTPO	FTA CPT-HSTP	WA STATE CONSOLIDATED GRANT	STBG Set-Aside	STBG	LOCAL	TOTAL
1.0	Transportation Program Administration	190,300	7,700	93,577					49,500	341,077
2.0	Multi-Modal Transportation Planning	36,610	2,240	69,724	60,000	137,095	25,000	340,000	58,031	728,700
3.0	Transportation Data Development	58,820	2,380	9,174					15,300	85,674
4.0	Project Programming & Prioritization	41,520	1,680	11,009					10,800	65,009
	UPWP TOTAL	**327,250**	**14,000**	**183,484**	**60,000**	**137,095**	**25,000**	**340,000**	**133,631**	**1,220,460**

Appendix C: Expenditures versus Revenues Summary

Expenditures and Revenues by Fund Type				
Metropolitan Planning				
Funding Source	**Total Estimated SFY 2026 Expenditures**	**Carry Forward from 2025**	**Total Estimated SFY 2026 Revenue**	**Est. Carry Forward to 2027**
WA Federal CPG (FHWA PL/FTA 5303)	$327,250	$849,330	$313,831	$835,911
Local Match	$80,250	$212,332	$78,458	$210,540
OR FHWA PL	$10,000	$0	$10,000	$0
OR FTA 5303	$4,000	$0	$4,000	$0
Local Match	$3,500	$0	$3,500	$0
WA STBG Set-Aside Grant (Rails-to-Trails)	$25,000	$80,000	$0	$55,000
WA STBG Grant (Rural Transit Feasibility)	$130,000	$130,000	$0	$0
WA STBG Grant (Kalama Internal Transit Feasibility)	$100,000	$0	$100,000	$0
WA STBG Grant Match (Kalama Internal Transit Feasibility)	$15,607	$0	$15,607	$0
WA STBG Grant (Six Rivers Trail Bridge Study)	$110,000	$110,000	$0	$0
Total	$805,607	$1,381,662	$525,396	$1,101,451
Regional Planning				
Funding Source	**Total Estimated SFY 2026 Expenditures**	**Carry Forward from 2025**	**Total Estimated SFY 2026 Revenue**	**Est. Carry Forward to 2027**
WA RTPO Planning Grant	$183,484	$0	$366,968	$183,484
WA CPT-HSTP Grant	$60,000	$0	$120,000	$60,000
WA Consolidated Grant	$137,095	$0	$274,190	$137,095
WA Consolidated Grant Local Match	$34,274	$0	$68,548	$34,274
Total	$414,853	$0	$829,706	$414,853

[Page left blank for printing purposes.]

PO Box 128
Kelso, WA 98626

Tel (360) 577-3041
Email cwcog@cwcog.org
www.cwcog.org