

**Cowlitz-Lewis Economic Development District**

**2017-2018**

**Comprehensive Economic  
Development Strategy Update**

**2016-2017**

**Annual Progress Report**

**Cowlitz-Wahkiakum Council of Governments**  
**Operating as the Cowlitz-Lewis Economic Development District**  
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## **ACKNOWLEDGEMENTS**

The Cowlitz-Wahkiakum Council of Governments (CWCOG) thanks the District board members and jurisdictions that have provided assistance throughout the past year. The CWCOG receives funding as the district organization from the U.S. Department of Commerce Economic Development Administration (EDA) through an EDA Partnership Planning Assistance Program, Project Number; 07-83-07263-01.

2017-2018 Comprehensive Economic Development Strategy Update

2016-2017 Annual Progress Report

Adopted by the CLEDD Board \_\_\_\_\_, 2017

Annual Report Grant Period:

July 1, 2017 through June 30, 2018

This document was prepared to meet the requirements of 13 CFR 303.6(b)(3)(i) and the terms of Award Number; 07-83-0726301, from the Economic Development Administration, U.S. Department of Commerce.

The statements, findings, conclusions, and recommendations are those of the author(s) and do not necessarily reflect the views of the Economic Development Administration or the U.S. Department of Commerce.

## INTRODUCTION

The Cowlitz-Lewis Economic Development District, known as CLEDD, was formed in 1998 and originally encompassed Washington State's Cowlitz and Lewis county boundaries. The Cowlitz-Wahkiakum Council of Governments (CWCOG) was appointed as administrator of the district to provide necessary administrative and financial duties.

In 2013, by request of Wahkiakum County to be included as part of the CLEDD and approval by the CLEDD, the process was begun to apply for a boundary modification. EDA directed that the five-year CEDS be written to include the boundary area of Wahkiakum County while the application was being finalized. Under this transitional structure, the District was un-officially referred to as the Southwest Washington Economic Development Commission (SWEDC) or Southwest Washington Economic Development district (SWEDD).

It is under this transitional structure that this update has been developed and submitted in order to represent the District as operated since 2013. The report addresses the geographic region including Cowlitz, Lewis and Wahkiakum Counties.

For purposes of this document, all programmatic efforts and references to Economic Development Board(s) or governance will be referred to as the EDD.

### *Organizational Update:*

Upon submission of the final boundary modification application and review of the documents by the Economic Development Administration (EDA), it was determined that the EDD no longer met the District Organization requirements for a governing body found in §§ 304.1 and 304.2. The two-county regional designation as an Economic Development District was terminated by the EDA, effective in July 2017. The EDA invited the counties of the area to apply for a new EDD designation with the full support of the EDA.

The EDD Board, as well as, the CWCOG Board voted to reestablish an EDD for the geographic boundary areas of Cowlitz and Wahkiakum Counties. The CWCOG, under directives from both boards, will be pursuing the EDD designation process in the coming year.

The CWCOG, through the efforts of Executive Director - Bill Fashing, will continue to implement the scope of work for the 2017-18 year and move forward to establish the new EDD. The CWCOG will continue to support the regions by providing supportive services such as research, planning, local capacity building, advisory services, and leadership for economic development program efforts outlined in the approved 2014-2018 CEDS document.

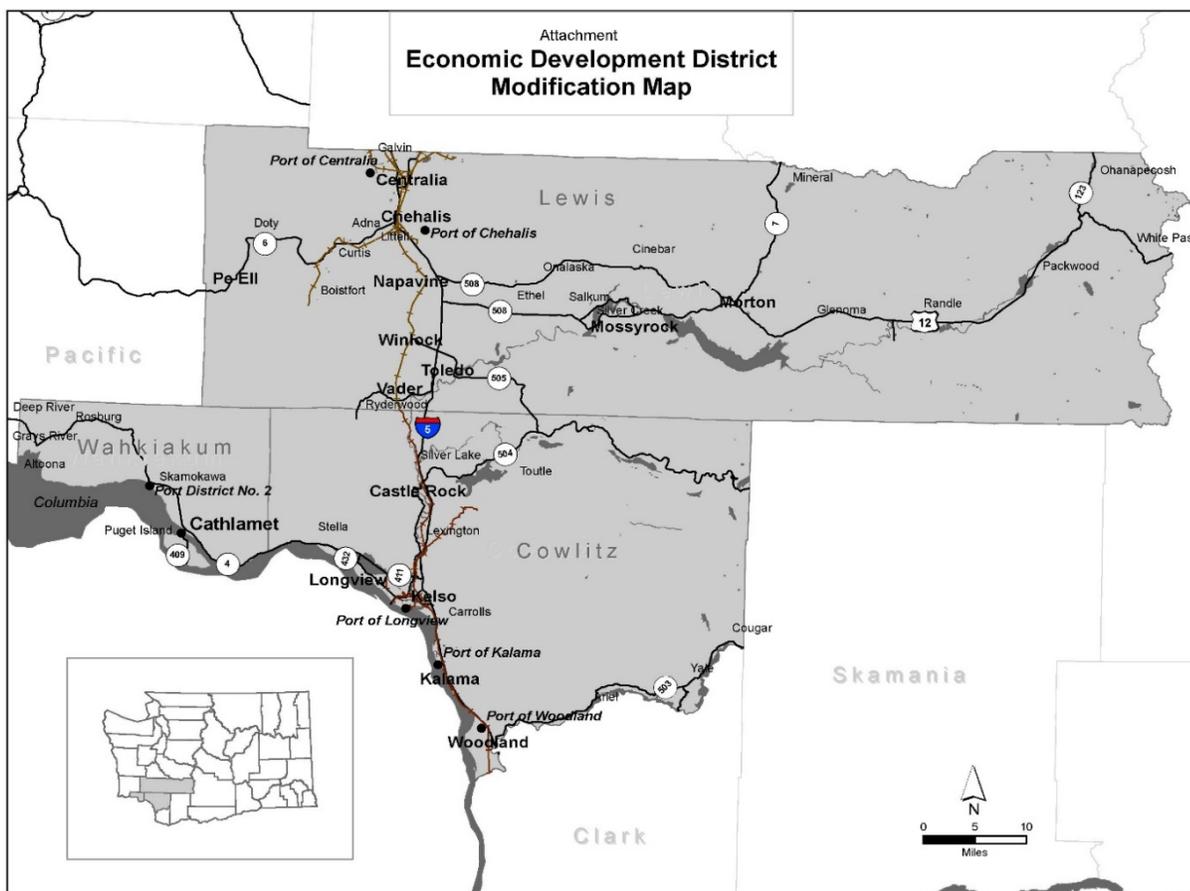
### *Strategy Update:*

No significant adjustment to the overall strategy of the CEDS is anticipated in the 2017-18 fiscal year. However, with the proposed change in geography, the composition of the Board and CEDS Committee will be modified to focus on stakeholders from Cowlitz and Wahkiakum counties.

## PLANNING AREA

The EDD as operated in 2016-17 was comprised of an area encompassing Cowlitz, Wahkiakum, and Lewis counties, an area spanning 3,882 square miles. The EDD region contains 15 incorporated jurisdictions with Castle Rock, Kalama, Kelso, Longview, and Woodland in Cowlitz County; Centralia, Chehalis, Morton, Napavine, Pe Ell, Vader, Toledo, Winlock, and Mossyrock in Lewis Counties; and Cathlamet, in Wahkiakum County. There are many unincorporated communities also within the region such as Ariel, Cougar, Lexington, Rose Valley, Ryderwood, and Toutle in Cowlitz County; Packwood, Onalaska, Mineral, Adna, Cinebar, Galvin, Ethel, Glenoma, Randle, and Salkum in Lewis County; and Altoona, Brookfield, Dahlia, Deep River, Elochoman Valley, Grays River, Pillar Rock, Puget Island, Rosburg, and Skamokawa in Wahkiakum County.

There have been slight changes in the demographic profile of the region. According to the Washington State Employment Security Department Distressed Areas List for 2016, Cowlitz, Wahkiakum, and Lewis counties all remain on the list. Distressed areas are determined in cooperation with the Bureau of Labor Statistics. Wahkiakum county has the highest employment rate of, 9.2% followed by Lewis county with 8.5%, and Cowlitz county with 7.8%.<sup>1</sup>



<sup>1</sup> <https://fortress.wa.gov/esd/employmentdata/reports-publications/regional-reports/distressed-areas-list>

## ACTIVITIES & PROGRESS REPORT

### *Activities Report*

During the year, the region moved forward on a number of initiatives. Cowlitz and Lewis saw new investments in plant and equipment for a variety of industries. The region saw some increase in average wage with an influx of outside investment. Although the area continues to lag behind the State and Nation in recovery, infrastructure improvements played a key role in all three counties during the year.

Major projects in Cowlitz County are continuing to work through the permitting process, but are poised to move forward in the near future. The combined projects could add to almost \$4 billion in new investment within the county. Deep-water ports are reporting significant activity and interest in the region resulting in additional jobs.

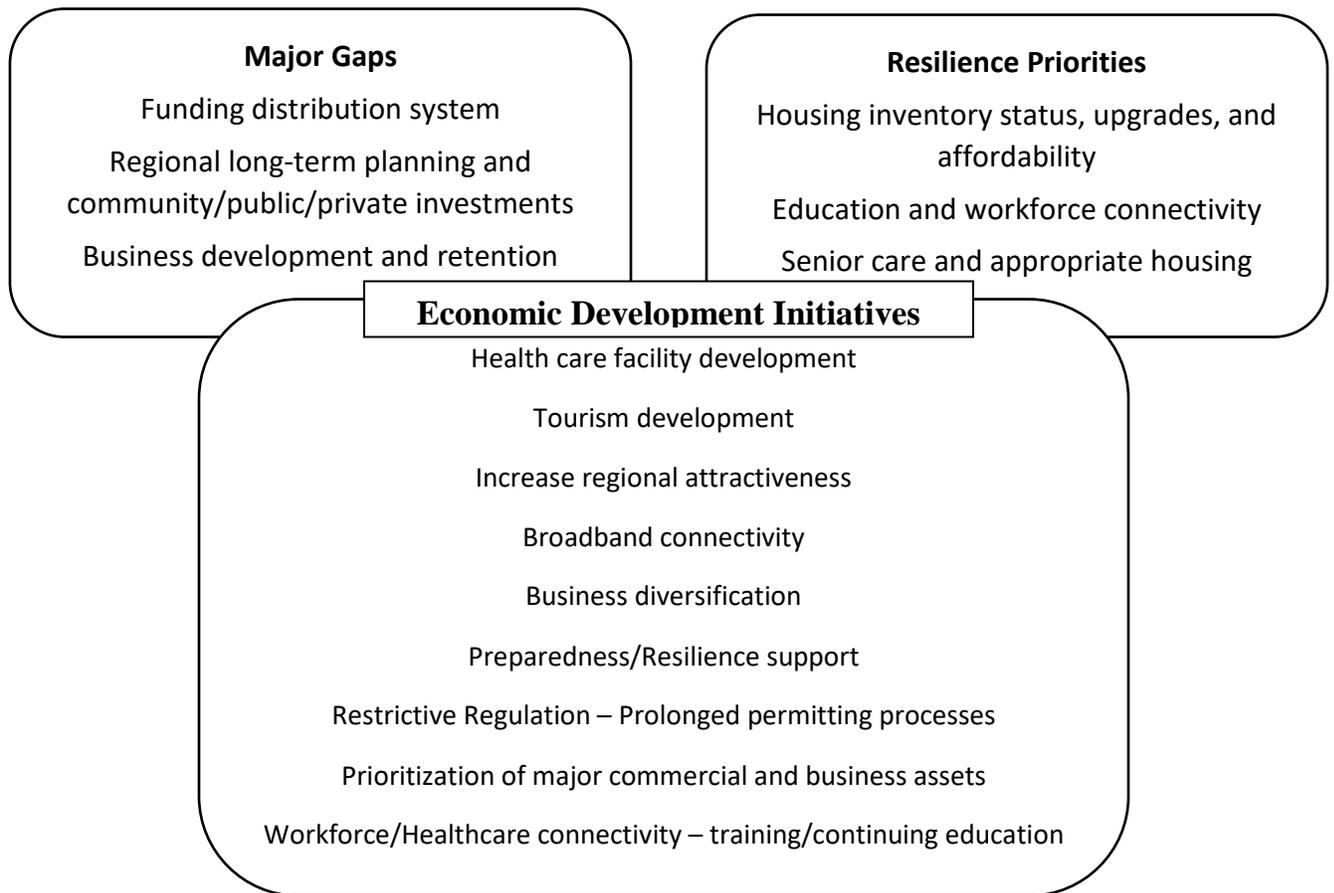
Lewis County continues to see efforts move forward with the opening of land associated with the TransAlta Industrial Park. This coupled with land development efforts of the two inland ports within the County will provide growth opportunities for major industrial operations.

Wahkiakum County efforts included support and promotion of small farms and ranch and fishing facilities. New docks were installed at the Elochoman Marina which supports commercial fishing and tourism.

### *Overview of Progress*

- The District engaged with the Regional Transportation Planning Organization and initiated a Freight Advisory Committee to better relay the needs of area shippers and manufacturers with transportation planners. This was a positive connection by bringing real world information to the table to improve the region's ability to meet the long-term transportation needs.
- Lewis County EDC finalized its strategic plan and began implementation. Cowlitz and Wahkiakum continued to move forward with their individual efforts to enhance attractiveness in order to entice employers to the region.
- Both workforce development agencies continued to provide a variety of services and programs to the workers and employers of the region. Science, Technology, Engineering and Math (STEM) training efforts as well as child care enhancements, job fairs, and career connected learning opportunities were forwarded during the year. Progress from the current year has set a foundation for future activities.
- Significant work was conducted throughout the region to strengthen the overall transportation system by supporting the manufacturing and shipping concerns throughout the region. Efforts including the High, Wide, Heavy Corridor Coalition, the Lower Columbia River Channel Maintenance Project, networking at the Lower Columbia Transposition Association and other activities were conducted throughout the year to improve transportation and economic development opportunities. Events on resilience, walkability and quality of place, and planning for healthy communities were held during the year.
- The EDD held two Comprehensive Economic Development Strategy meetings during the year. There were quite a few new faces and others who have participated in years past. The group

provided feedback in response to a series of questions aimed to discuss and identify major gaps in services provided by Cowlitz Economic Development Council (CEDC), Lewis Economic Development Council (LEDC), and the Wahkiakum Chamber of Commerce (formerly Wahkiakum Economic Development Council). Participants were also asked to identify resilience priorities and economic development initiatives that are a priority to the region. The following diagram outlines results of the first meeting and the broad themed results that apply region wide:



Items discussed at the second meeting included the above broad themes, results from the activity conducted at the first meeting, and feedback on the draft scope of work. Participants were split into varying groups and asked to review and make suggestions to improve the draft scope of work for 2017-18. Information derived from the activities conducted at the meeting outlined priorities, gaps, and economic development initiatives. This information was used as a baseline when preparing the proposed 2017-2018 scope of work for the fiscal year 2018. Both the EDD Board and CEDS Committee reviewed and commented on the proposed scope of work. This integrated effort between the EDD Board, and the CEDS Committee better informs the EDD of the direction stakeholders want the region to go.

Efforts to finalize the boundary modification application and put in place new agreements and operational procedures were completed. Although there were challenges during the process and the EDA has since terminated the District, the completed work will be useful as efforts move forward in the establishment of a new District to serve Cowlitz and Wahkiakum Counties.

## **PRIORITIES, GOALS & OBJECTIVES**

### *Regional Priorities*

The Cowlitz-Wahkiakum Council of Governments and the Cowlitz-Lewis Economic Development District boards identified the following regional priorities to be developed into an Action Plan during the 2014-2018 CEDS process.

1. Pursue solutions to address major infrastructure issues such as transportation, flooding, and other needs.
2. Streamline the permitting process by coordinating development standards.
3. Develop a regional approach to workforce training and re-training in order to address the loss of the experienced workforce due to baby boomer retirements and the need for economic diversification.
4. Create regional responses to proposed legislation or other actions that could impact the region.
5. Jointly market the region in pursuit of value-added manufacturing opportunities.
6. Explore consolidated or shared core services for small local governments, such as: facility maintenance, road maintenance, and water and sewer operations.
7. Revitalize downtown centers by improving quality of place using traditional and non-traditional (e.g. transportation and disaster recovery) funding sources.
8. Consider consolidated or shared business and financial services for local government, such as: accounting/auditing, technical planning support, and legal services.
9. Develop a formal strategy for recruiting commuters who work in professional, higher-income occupations to reside in local neighborhoods.
10. Promote alternative housing types to meet the needs created by changing demographics, incomes and preferences.

They also prioritized the following issues in the three-county region as the most compelling for economic vitality during the 2014-2018 period.

- |                          |                    |
|--------------------------|--------------------|
| 1. Economy               | 5. Quality of Life |
| 2. Workforce Development | 6. Transportation  |
| 3. Infrastructure        | 7. Social Issues   |
| 4. Education             | 8. Housing         |

### *Goals and Objectives*

These priorities were then formulated into Goals and Objectives to guide the five-year planning process.

Goal 1: Improve coordination and collaboration between members of SWEDC to improve economic conditions throughout the region.

Objectives

- 1: Update the 1994 Interlocal Agreement to include the cities, ports, economic development councils, colleges, workforce development councils and stakeholders and outline roles and responsibilities of the SWEDC Board.
- 2: Update the 2009 CLEDD Bylaws to include changes made in the Interlocal Agreement.
- 3: Provide quarterly state and federal legislative updates and educational briefings to legislators regarding regional economic development activities and projects.

Goal 2: Improve economic conditions and attractiveness of the region through targeted infrastructure investments.

Objectives

- 1: Improve transportation systems through targeted planning with local jurisdictions and funding for maintenance of local roads.
- 2: Enhance connectivity options between homes, jobs and services including multi-modal accommodations.
- 3: Improve transportation and infrastructure systems through enhancement of airports, rail, state routes, ferries, bridges, and interstate highways.
- 4: Coordinate and support the Chehalis River Basin Flood Authority to decrease future impacts of flooding to Lewis County.

Goal 3: Connect workforce development and economic development to deliver an educated, qualified workforce in current and emerging industry sectors.

Objectives

- 1: Partner with public, private, and non-profit apprentice and career readiness programs to prepare the local workforce for a more diversified job market.
- 2: Work with local high schools to support leadership training for students to decrease dropout rates and improve educational attainment throughout the region.
- 3: Partner with state colleges and universities to increase opportunities for four-year degree programs at Lower Columbia College and Centralia College.

Goal 4: Increase the ability to successfully compete for business and investment through enhancement of opportunities for all residents.

Objectives

- 1: Plan for an increased population of aging baby boomers by expanding and improving options for residents to age in place. Promote opportunities to engage seniors so that they may continue to contribute their skills and experience.

- 2: Increase opportunities for all people to receive life skills and career development skills at any age.
- 3: Increase employability and productivity of residents by improving access to fully integrated health services.
- 4: Prepare people for entering or re-entering the workforce by encouraging increased availability of resources for people with basic needs such as housing.

Goal 5: Improve the region's economic base through identification and expansion of emerging industry sectors, particularly those providing family wage jobs to the region.

#### Objectives

- 1: Work with local, state and federal agencies to review permitting and regulatory processes that hamper business development or increase burdens for potential industries desiring to locate into the region.
- 2: Develop a regional supply chain and marketing strategy to connect suppliers to industries and enhance efforts to attract secondary and tertiary industries to the region.
- 3: Increase tourism opportunities through the support of regions surrounding scenic byways, collaborative funding of opportunities to increase multi-day stays, and the promotion of tourism as a regional cluster.
- 4: Collaborate with public, private and non-profit entities to support retention and expansion of existing businesses and to create opportunities for entrepreneurship.
- 5: Encourage restoration economy opportunities for private entrepreneurs through partnerships with local, state, tribal, and federal governments.
- 6: Encourage support for small business and community development financing programs.

Goal 6: Encourage and invest in the region's attractiveness through recreational opportunities, housing, civic engagement and leadership, public safety, and revitalization of blighted areas.

#### Objectives

- 1: Increase opportunities for mixed-use development, housing and retail in downtown revitalization planning and development efforts, including low-income and workforce housing.
- 2: Increase opportunities for youth sports and activities, regional trails, local parks and outdoor recreation.
- 3: Increase civic engagement opportunities through leadership training, outreach and education.
- 4: Support efforts in law enforcement to decrease crime rates.
- 5: Improve blighted neighborhoods through best practices techniques in planning, development, brownfield remediation and revitalization.

## PERFORMANCE MEASURES REPORT

*This section has been written to address the requirement of the 2016-2017 EDA Planning Grant contract, Attachment A, Scope of Work, Section C, Community Development, Line Item 7 to conduct the 2016-2017 CEDS update in accordance with the 2015 CEDS performance guidelines.*

Goal 1 Conduct a call for projects in an effort to identify key local projects under consideration throughout the region.

Measurement from 2015 – 2017: Provided an update of information pertaining to progress and changes if any to existing projects submitted in the annual project list. Provided comprehensive inclusion of a wide variety of projects that advance regional and local economic development adding a net of 23 additional projects to the CEDS Projects List.

Target Measure for 2017-18: Continue to conduct a call for projects in a timely manner incorporating new projects important to stakeholders within the region.

Goal 2 Convene quarterly conversations with project proponents in an effort to support forward momentum on CEDS projects.

Measurement from 2015 – 2017: Staff attended meetings with lead agencies on several existing projects in an effort to assist in navigating funding opportunities to progress projects. Staff also attended chamber of commerce, economic development council board and county/city meetings, to obtain updates on project progress and gauge needs to strategize ways to further projects. Consistency of communication on projects was not achieved as hoped.

Target Measure for 2017-18: Continue to work directly with project proponents on a regular basis to assist with funding and other needs to assist with moving projects forward.

Goal 3 Build a more broad-based and inclusive community engagement at all levels of the economic development effort throughout the region.

Measurement from 2015 - 2017: Growing the membership base and participation of entities throughout the region. The program initiated a freight advisory committee to pull in more private sector involvement in the District and in the Regional Transportation Planning Organization. Additional outreach was conducted to engage partners on resilience and the overall economic development effort.

Target Measure for 2017-18: Continue to expand the membership base and participation of various stakeholders throughout the region.

Goal 4 Identify and develop best practices suited for implementation in the region and track any efforts to implement those practices during the year.

Measurement from 2015 to 2017: Progress in this area has not occurred.

Target Measure for 2017-18: Evaluate the relevance of this measure during the year to determine the applicability of application in the future.

Goal 5 Continue monitoring community health indicators and improve the region’s ranking against other regions in the state.

Measurement from 2015 - 2017: Partnerships between the CWCOCG and Pathways 2020, a local community organization have led to a series of community workshops in Cowlitz County to increase the health of residents. All three counties; Wahkiakum, Cowlitz, and Lewis have moved up in community health ranking during the period between 2015 to 2017.

Target Measure for 2017-18: Continue to encourage collaborative activities between appropriate agencies within the region as well as with nonprofit agencies such as Pathways 2020 to track and address areas of possible improvement for health and education indicators.

Goal 6 Conduct summits to facilitate discussion around priorities identified in the “Regional Conversations” with stakeholders throughout the year.

Measurement from 2015-2017: Seven regional information forums have been held in the region during the year in an effort to promote information sharing and cooperation. The 40 for 2020 group held a summit and a number of committee meetings in support of the event focused on Cowlitz County activities.

Target Measure for 2017-18: Continue to engage partners and bring additional focus to these conversations with stakeholders to address regional economic development issues and challenges.

Goal 7 Explore active living as a component of economic development planning and participate in stakeholder efforts to produce a toolkit to assist communities in efforts to encourage healthy living.

Measurement from 2015 - 2017: Through the Kaiser Permanente Community Fund, Implementation Grant, the initiative, ‘Active Community Environments for All Ages’, created a template for communities to adopt or incorporate into local plans to promote active lifestyles for people of all ages. Several community meetings were held during the year in support of active living and economic development.

Target Measure for 2017-18: Continue to work with partner agencies involved in the encouragement and promotion of healthy living within the region.

Goal 8 Continue efforts to build partnerships during the year to play more of a significant and direct role in a broader spectrum of activities impacting economic development. A renewed focus on building a sharing and collaborative network for economic development will be developed as a cultural norm for the organization.

Measurement from 2015 - 2017: During the period of 2015 to 2017, the EDD has conducted outreach and worked to build stronger partnerships within the region.

Target Measure for 2017-18: The EDD will continue to work through the 2017-18 year on partnerships that broaden the spectrum of activities impacting economic development by forging partnerships with agencies in order to play more of a direct role in the building and sharing of a collaborative network for economic development.

## **2017-2018 ACTION PLAN / SCOPE OF WORK**

### *A. Local Economic Development District Reformation*

1. Reorganize governing board of directors and elect new officers by conducting outreach to better engage with and grow membership and match contributions from partners including but not limited to county governments, community development organizations, EDCs, Small Business Development Centers, private and public-sector agencies, workforce development agencies, Chambers of Commerce, nonprofits, higher education institutions, among other partners.
2. Appoint new CEDS committee for the reestablished district and create a consistent meeting schedule to solicit information for the CEDS update in a timely manner which includes but is not limited to issuing a notice to update projects and conducting a request for new projects.
3. Develop and finalize EDD foundation documents including but not limited to, the adoption of operational procedures, and other appropriate systems to clearly identify the District organization.
4. Develop a long-term plan to bring stronger focus and direction to the District.

### *B. Community & Regional Development Planning*

1. Create an initial plan evaluation framework by developing a methodology for project inclusion criteria and performance measures to evaluate the implementation of the CEDS and gauge its impact on the regional economy. This formal methodology, created with the CEDS committee and reviewed and approved by the SWEDD board, will create a system to vet and prioritize CEDS projects.
2. Update and implement the regional comprehensive economic development strategy; to include but not limited to economic resiliency and climate change elements.
3. Continue to conduct trainings and events on topic matter that brings value and further engages partners to participate in planning efforts by providing training on, for example, the Census resources, available data, community development tools, planning methods, and trends. The subject matter of these trainings will be developed through surveys, conversations with stakeholders, and direct requests.

### *C. Economic Partnership Development*

1. Continue to build partnerships with local and regional partners and support efforts to move projects listed on the CEDS update forward towards completion including but not limited to providing services such as grant writing and technical assistance.
2. Explore partnerships to provide critical information to foster entrepreneurship, innovation, and other opportunities such as economic gardening with a focus providing critical information like market research on current and emerging trends, cost of living, among other information to strategize and plan how the region can develop a stronger entrepreneurial environment.

3. Partner with area development organizations and ports in their efforts to attract and retain a diverse employment base and build a stronger skilled workforce. Efforts to include support towards enhancing the quality of place, educational system, transportation and other infrastructures within the region.

*D. Transportation: Workforce Mobility, Freight Mobility and Infrastructure*

1. Support the update and implementation efforts of the Regional Transportation Plan and its four emphasis areas: freight, roadways, transportation alternatives and public transportation. Efforts to include support with project and resource identification and development, grant writing, and technical assistance for entities within the District.

## **2017-2018 ACTION PLAN TIMELINE**

The preliminary schedule for activity during the 2017-18 years follows:

### *First Quarter 2017 – 2018*

- Organizational meeting of the Economic Development Board
- Convene CEDS Committee
- Conduct Grant Writing Workshop
- Conduct Survey of regional partners on training priorities and economic development interests
- Support efforts of the Associate Development Organizations and other partners to promote economic development initiatives throughout the region
- Conduct performance measure review and discussion for inclusion in a new CEDS
- Convene a meeting on regional economic resilience to expand discussions and partners

### *Second Quarter 2017 - 2018*

- Hold Board meetings as required to meet needs
- Hold CEDS Committee meetings as needed
- Conduct a regional training program
- Conduct outreach to CEDS project proponents
- Convene exploratory meeting on cooperative grant writing partnership
- Seek economic development stakeholder input into the development of the Regional Transportation Plan
- Reconvene Freight Advisory Committee
- Support efforts of the Associate Development Organizations and other partners to promote economic development initiatives throughout the region
- Finalize application for Economic Development District designation
- Conduct outreach to CEDS project components

### *Third Quarter 2017 – 2018*

- Hold Board meetings as required to meet needs
- Hold CEDS Committee Meetings as needed
- Consider system to vet and prioritize CEDS projects
- Conduct a regional training program
- Convene a meeting to explore entrepreneurial, innovation and small business development within the region
- Support efforts of the Associate Development Organizations and other partners to promote economic development initiatives throughout the region

#### *Fourth Quarter 2017 - 2018*

- May 2017 – submit 2018-2019 planning grant application for EDA funding
- Hold Board meetings as required to meet needs
- Hold CEDS Committee Meetings as needed
- Finalize a new 5-Year CEDS document
- Conduct a regional training program
- Conduct outreach to CEDS project proponents
- Support efforts of the Associate Development Organizations and other partners to promote economic development initiatives throughout the region
- Convene a second meeting on regional economic resilience to expand discussions and partners

## REGIONAL PROJECT LISTING

### Cowlitz County

#### ***Cowlitz County - SR432/433 Industrial Way/Oregon Way Intersection Project***

**Description:** This project emerged from a robust regional planning effort to improve rail and highway safety, congestion, system mobility, and freight capacity in a bi-state trade corridor (SR 432) of regional and national significance. The project was chosen because it will have the greatest benefit to safety, congestion, vehicular mobility, freight truck travel reliability, and state and local economies. The purpose of project is to develop an affordable long-term solution that: (a) maintains or improves emergency response; (b) improves travel reliability for all vehicles; and (c) accommodates current and future freight truck and passenger vehicle movement through the intersection and across the region and states. The project entails construction of a grade-separated roadway intersection at the intersection of SR 432, the primary east-west thoroughfare connecting the City of Longview, the Port of Longview, and the Longview/Kelso Industrial Corridor to Interstate 5 and SR 433, a north-south principal arterial connecting the City of Longview, Washington to Rainier, Oregon.

**Budget:** \$5.04M (NEPA EIS); \$85M (Final Design, Right of Way acquisition, and Construction)

**Timeline:** NEPA EIS to be completed by 6/2018; Final Design / Right of Way acquisition to be completed by Summer/Fall 2020; Start of construction by Fall 2020/Winter 2021.

**Status:** Modified

**Outcomes:** Project will enhance the regional, national and international economic competitiveness of the Port of Longview and existing businesses; reduce congestion within the Longview/Kelso Industrial Corridor, improve economic opportunity for business development including import/export and industrial use; improve productivity of vacant lands; and improve safety for motorists, pedestrians and bicyclists. Project will facilitate creation of up to 3,390 permanent jobs for residents of an economically distressed county and allow for timely access to workplaces and commerce.

**Jobs Created or Retained:** 3,390

**Potential Private and Public Investment:** \$520,000,000

**Lead Agency:** Cowlitz County, WSDOT, and Federal Highway Administration

#### ***Cowlitz County - Cowlitz Cobras Football & Field Sports Stadium***

**Description:** Feasibility study to evaluate the economic and social impacts of constructing a venue for football and other field sports in or around Castle Rock. The City of Longview approved funding to add semi-permanent goalposts, a football scoreboard and timers, and marking pieces to establish a regulation football field at Archie Anderson Park, in the Highlands neighborhood of Longview.

**Budget:** Feasibility study: \$20K

**Timeline:** 2018-19

**Status:** On-going

**Outcomes:** The facility would provide recreational opportunities for youth incorporating sports and sport-specific camps (i.e., football, cheer) as well as community events related to such things as National Night Out, drug and alcohol prevention, etc.

**Jobs Created or Retained:** Est. 25

**Potential Private and Public Investment:** Est. \$40K

**Lead Agency:** Cowlitz Cobras (501(c)(3))

***City of Castle Rock - High Banks Development***

**Description:** Upon securing a trade of properties with the Washington State Department of Natural Resources, for adjacent properties, Phase 1 would include the provision of infrastructure such as water, sewer, electricity and communications services. Phase 2 would be provided by a private partnership in developing the campgrounds, full service sites, club house, restrooms, playground, etc.

**Budget:** Phase 1: \$1M; Phase 2: \$1M

**Timeline:** Phase 1 to be completed by 7/2017; Phase 2 to be completed by 1/2019

**Status:** On-going

**Outcomes:** Project will increase tourism opportunities with river experiences and close proximity to the North County Sports Complex. The connecting trail will connect employees and visitors to the site as well as other commercial, industrial, and residential sites.

**Jobs Created or Retained:** 55

**Potential Private and Public Investment:** \$500,000

**Lead Agency:** City of Castle Rock

***City of Castle Rock - North County Sports Complex Playing Fields/Court Expansion***

**Description:** Project includes both upgrading existing playing fields with lighting and barrier free access and adding additional fields, courts and other playground amenities. Provides opportunities for local, regional, and state tournaments.

**Budget:** \$1M

**Timeline:** Phase 1 to be completed by 9/2017; Phase 2 to be completed by 6/2019

**Status:** On-going

**Outcomes:** Project to increase tourism with multi-day stays for tournament play.

**Jobs Created or Retained:** 17

**Potential Private and Public Investment:** \$44,000 annually

**Lead Agency:** City of Castle Rock and North County Recreation Association

***City of Castle Rock - Riverfront Trail/North Huntington Ave. Extension***

**Description:** Provide connection of the trail system to the I-5 Exit 49/SR411/SR504 corridor. This will provide a barrier-free access to multi-modal transportation opportunity for residents and visitors, as it will connect neighborhoods and the Washington State Park-N-Ride and the commercial areas.

**Budget:** \$315,000

**Timeline:** Project to be completed by 10/2019; Phase 2 - Funding requested through WSDOT for Pedestrian and Bicycle Program improvements. Project includes a shared use path, retaining wall, marked crosswalk, landscaping, and drainage improvements. Timeline for this phase 2017-19.

**Status:** On-going

**Outcomes:** Project will provide opportunities for connection between homes, jobs, recreational and commercial service areas. Project will provide a multi-modal alternative transportation link as part of the I-5/SR411/ and SR504 state highway corridors.

**Jobs Created or Retained:** 23

**Potential Private and Public Investment:** \$22,000

**Lead Agency:** City of Castle Rock and the State of Washington

### ***City of Castle Rock - Exit 49 Pedestrian Improvement Project Phase 2***

**Description:** Project will provide safe routing for pedestrians near Exit 49. Project includes a pedestrian crossing with a pedestrian activated signal system, pedestrian friendly street lighting, drainage improvements, and appropriate landscaping.

**Budget:** Total project cost for Phase 2 - \$261,200; Amount Requested: \$251,200

**Timeline:** Project to be completed in 2018. Projected start date 2017.

**Status:** On-going

**Outcomes:** The project will provide a safe separated corridor and crossing for pedestrians and bicyclists with well-lighted areas and will improve the lack of safe routes for pedestrians and bicyclists near Exit 49.

**Jobs Created or Retained:** 61

**Potential Private and Public Investment:** \$376,000

**Lead Agency:** City of Castle Rock and WSDOT

### ***City of Castle Rock - State Route 411 Bridge Improvements***

**Description:** Study to redesign and reconstruct the SR 411 bridge over the Cowlitz River to adequately accommodate pedestrians and bicyclists while also raising the highway elevation out of the 100-year flood plain.

**Budget:** Phase 1 (feasibility and preliminary engineering): \$500K; Phase 2 (construction):\$2.5M

**Timeline:** Phase 1, 2018-19; Phase 2, 2019-21

**Status:** On-going

**Outcomes:** The project would address problems with the existing bridge. The deck is deteriorating from the sub-structure; the access to the west on SR 411 is below flood stage, which isolates residents, the high school, and businesses from emergency and other vital services; and there is inadequate room for pedestrian/bicycle crossing. By providing safe access, the project will encourage new and expanded businesses on the westside; provide for emergency services to the west of the river; and tie to the Riverfront Trail system.

**Jobs Created or Retained:** Est. 45

**Potential Private and Public Investment:** Est. \$4M

**Lead Agency:** City of Castle Rock

### ***City of Castle Rock - Dougherty Drive Rehabilitation Project***

**Description:** This project includes a full depth reclamation of the asphalt surface with a new 2" asphalt surface, shoulder widening for bicyclists, a 6' wide sidewalk on one side of the street, pedestrian friendly lighting and extension of free public Wi-Fi.

**Budget:** \$1.1M

**Timeline:** 2016-2017

**Status:** On-going

**Outcomes:** Provides many Complete Streets elements and connects to the City's largest low-income area with services and job opportunities. Project also directly connects to SR 504

**Jobs Created or Retained:** 79

**Potential Private and Public Investment:** \$2.3 M

**Lead Agency:** City of Castle Rock, Cowlitz County, Washington State Transportation Improvement Board, and Castle Rock Chamber of Commerce

### ***City of Castle Rock – Huntington Avenue South Overlay***

**Description:** Project entails the repair of distressed areas in the street surface by applying a new .2 foot thick concrete asphalt layer to .93 miles long by 40 foot wide to the City main arterial street from the intersection of Front Avenue SW to the intersection of Bond Road located at Exit 48 of I-5.

**Budget:** \$823,393

**Timeline:** 2019

**Status:** NEW

**Outcomes:** This project improves the local transportation system by enhancing connectivity between homes, jobs, and services with multimodal accommodations, and joins I-5 to SR 411 and SR 504 allowing for more connectivity and increases to general mobility in the area.

**Jobs Created or Retained:** 160

**Potential Private and Public Investment:** \$2,550,000

**Lead Agency:** City of Castle Rock

### ***City of Kelso - West Main Revitalization***

**Description:** The proposed project improves approximately 850 feet of West Main Street in Kelso. Work includes: new sidewalks, enhanced decorative sidewalks, new pavement, pedestrian scale lighting, and water quality facilities for treating storm water. The street is the remaining portion of West Main between 3rd Avenue and Cowlitz Way. It is contiguous to the new construction and will further contribute to the revitalization of the West Kelso Commercial area.

**Budget:** \$650,000

**Timeline:** Completed -- Ribbon cutting occurred in March 2017.

**Status:** Completed

**Outcomes:** Project will create an enhanced environment for existing retail, professional, and service businesses in the West Kelso area by adding new pedestrian facilities, increasing available on-street parking, and adding pedestrian scale lighting. These improvements to existing properties will reduce impacts on new businesses interested in locating in West Kelso. New developers will have reduced requirements to build frontage improvements due to them already being in place.

**Jobs Created or Retained:** 205

**Potential Private and Public Investment:** \$3,350,000

**Lead Agency:** City of Kelso

### ***City of Kalama - Kalama Childcare Center***

**Description:** The City of Kalama is experiencing growth particularly in children within the ages of 5 and under. According to ACS data from 2011-2015, Kalama has about 40.4% of the population aged under 5 years of age. The need for a formal daycare facility within the community is imperative considering there is none currently operating in the area. ESD 112, the Kalama School district, Workforce Southwest Washington, and the Kalama Chamber of Commerce have been working together to conceptualize the project. A site has been selected however building renovations are needed in order to get the building to code in order to staff the building and use it for the intended purpose.

**Budget:** Unknown

**Timeline:** Unknown

**Status:** NEW

**Outcomes:** This project assists in the attraction of more business to relocate to Kalama. These days with both parents working a community with no daycare facility is a deterrent to families moving to the community. Adding this facility will not only enable more businesses and family wage jobs but encourage them to move to and live in town with such a facility in existence.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Workforce Southwest Washington

### ***City of Kelso - West Main Realignment Phase 2 of the West Main Revitalization Project***

**Description:** The West Main Street Corridor provides a direct route from SR 4 to I-5 through Kelso and improves access to SR 411. Phase II will complete the originally identified project and includes right of way acquisition, widening of the corridor, improved signalization, and intersection improvements at the SR 4 junction.

**Budget:** \$4.5M

**Timeline:** Phase 1 Preliminary Engineering/Design; Phase 2 Right of Way Acquisition; Phase 3 Construction 2019

**Status:** NEW

**Outcomes:** This project will reduce congestion and increase safety for roadways in both Kelso and Longview as well as on SR 4. The project also adds sidewalks and bicycle lanes in both directions further providing multimodal safety components to the corridor.

**Jobs Created or Retained:** 205

**Potential Private and Public Investment:** \$500,000

**Lead Agency:** City of Kelso

***City of Kelso - South Pacific Avenue Road Rehabilitation***

**Description:** Improvements for access to the airport's west side will improve customer access to existing businesses as well as attract new business opportunity by making the area more attractive and conducive to business needs.

**Budget:** \$250,000

**Timeline:** Phase 1 Engineering/Design 2017; Phase 2 Construction 2017

**Status:** NEW

**Outcomes:** Revitalizing access roads to the airport will allow the attraction of businesses that may not have considered previously due to poor access route conditions and general appearance of the area. Road project will eliminate blighted areas while simultaneously improving business ingress/egress which is essential for long term financial stability and job retention in the area.

**Jobs Created or Retained:** 10

**Potential Private and Public Investment:** \$96,500

**Lead Agency:** City of Kelso

***City of Kelso - Talley Way, Bridge Corridor, and Runway 12/30 Extension***

**Description:** Currently, this intersection is located in an industrial area and has no signalized intersections and the side streets are stop controlled. With the city anticipating growth in the area with increased traffic volume due to a new development near SR 432/I-5/Talley Way, this project would pave the way for airport runway improvements currently hindered by the corridor's penetration of the runway safety environment. To successfully support long term economic development in the area, the airport requires a 600-foot extension to the runway's south end. This extension would increase total runway length to 5,000 feet allowing larger cargo and business jet aircrafts to utilize the airport. The current length of the runway prohibits larger business and cargo aircraft to use the airport due to insurance and aircraft performance limitations.

**Budget:** \$35M

**Timeline:** Phase 1 corridor/runway extension study 2009-2019; Phase 2 engineering and design 2020-2022; Phase 3 Construction 2022-2022

**Status:** NEW

**Outcomes:** The project invests directly into the region's transportation infrastructure revitalizing access roads to and from existing industrial areas as well as the airport. This corridor is essential to obtaining FAA approval to extend the runway. This project is a critical first step to progressing the regional airport master plan.

**Jobs Created or Retained:** 30

**Potential Private and Public Investment:** \$5M annually

**Lead Agency:** City of Kelso

### ***City of Longview - Beech Street Extension***

**Description:** Extend Beech Street from just east of Oregon Way approx. 2,600 feet to California Way including sidewalks, lighting, and storm water facilities.

**Budget:** Phase 1 (design): \$1M; Phase 2 (construction): \$2.5M

**Timeline:** Phase 1, 2018-19; Phase 2, 2020

**Status:** On-going

**Outcomes:** The project will encourage commercial/industrial development by providing the infrastructure to support it. Enhances previous \$500K investment in water/sewer

**Jobs Created or Retained:** Est. 500+

**Potential Private and Public Investment:** Est. \$10M+

**Lead Agency:** City of Longview

### ***City of Longview - State Route 432 Corridor Improvements***

**Description:** Improve two key intersections (SR 432/411 interchange and SR 432/California Way).

**Budget:** Phase 1 (design, ROW acquisition, environmental): \$4M; Phase 2 (construction): \$5.5M

**Timeline:** Phase 1, 2017-19; Phase 2, 2019-20

**Status:** On-going

**Outcomes:** The project will help alleviate safety and congestion issues accessing the Port industrial area, in turn improving the corridor's ability to support loading and unloading ships and trains and removing barriers to business investment in the area.

**Jobs Created or Retained:** Est. 2,922

**Potential Private and Public Investment:** Est. \$88M

**Lead Agency:** City of Longview

### ***City of Woodland - Scott Hill Booster Station***

**Description:** This project focuses on the improvement of water quality in the City of Woodland. The City approved a Water System plan charting a timeline for incremental improvements, maintenance, and operation's needs.

**Budget:** Phase 1 Preliminary Design and Engineering - \$147,478; Phase 2 Final Design and Engineering Unknown; Phase 3 Construction 1- Unknown; Phase 3 Construction - depending on funding; Phase 4 Construction - depending on funding

**Timeline:** Phase 1 2015-2016; Phase 2 2017; Phase 3 2019; Phases 4 and 5 depending on funding

**Status:** NEW

**Outcomes:** This project supports public health and safety priorities by providing better public water quality.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** \$147,478

**Lead Agency:** City of Woodland

### ***City of Woodland - 426 Acre Industrial Site Development – Infrastructure Feasibility Study***

**Description:** The City of Woodland seeks assistance with infrastructure development on the 426-acre industrial site to attract businesses to relocate to the shovel ready property. Currently undeveloped, the property lacks general basic infrastructure to attract the businesses who would like to relocate to Woodland due to such close proximity to the Portland/Vancouver metropolitan area. Woodland requests \$250,000 to fully fund a comprehensive feasibility study for the project.

**Budget:** Unknown

**Timeline:** Phase 1 Property Acquisition/MOU's – 2017; Phase 2 Conceptual Design/Market Analysis/Site Planning - unknown, Phase 3 Construction - unknown

**Status:** NEW

**Outcomes:** This project improves the attractiveness of the region by developing infrastructure on a major plot in Woodland. Basic infrastructure on the site will improve and provide shovel readiness of sites further encouraging business to locate to the region, bringing family wage jobs.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** \$100,000

**Lead Agency:** City of Woodland, Port of Woodland

### ***City of Woodland - SR 503/Scott Avenue Intersection Reconstruction***

**Description:** The City of Woodland obtained \$2M in funding from the Federal Highway Administration to reduce congestion at I-5 interchanges at exit 21 and exit 22. The area has experienced an increase in congestion, traffic induced accidents, and has made the node dangerous for motorized and nonmotorized transportation users.

**Budget:** \$75M

**Timeline:** Phase 1 Feasibility Study 2013-2015; Phase 2 Conceptual Design 2015-2021; Phase 3 Construction depending on funding

**Status:** NEW

**Outcomes:** This project provides improved access to the industrial area which increases the community's ability to successfully compete for business and investment within the region. Congestion relief at I-5 interchanges will enable shorter commute times, increase public safety, and connects major arterial streets while increasing industrial and Port access. It will study traffic flow improvements between Exit 21 and Exit 22 in the coming year. Project is currently under review by FHWA and WSDOT

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** City of Woodland

### ***City of Woodland - Scott Hill Park and Sports Complex***

**Description:** The City of Woodland has been working on the development of a 40-acre plot in conjunction with the Rotary Club of Woodland. The project began in 2011 and has obtained various funding to complete the 5-phase process outlined for project completion. The City and Rotary Club

received \$500,000 in April 2017 from the WA State Legislature to obligate to Phase 2 of the project. The funding requested totaled \$1.5M to fully complete Phase 2 of the project. The City of Woodland requests the remaining \$1M from EDA to complete Phase 2 of the project.

**Budget:** Est. \$10M

**Timeline:** Phase 1 Property Acquisition 2011-2016; Phase 2 Site Planning 2017-2018; Phase 3 Construction 2018-2019; Phase 4 Building Construction 2019-2022; Phase 5 Completion of Construction 2022-2024.

**Status:** NEW

**Outcomes:** Project improves infrastructure and expands recreation opportunities within the region.

**Jobs Created or Retained:** 201

**Potential Private and Public Investment:** \$2.9M

**Lead Agency:** City of Woodland, Rotary Club of Woodland

### ***Port of Kalama - Spencer Creek Business Park Surface Street Improvement***

**Description:** Improvements to existing roads within the Port of Kalama property.

**Budget:** \$912,359

**Timeline:** Unknown

**Status:** NEW

**Outcomes:** Unknown

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Kalama

### ***Port of Kalama - Deep Water Berth Dredging***

**Description:** Dredge deep water berth to maintain access for grain terminal.

**Budget:** \$3.75M

**Timeline:** 2017-2021

**Status:** NEW

**Outcomes:** Retained jobs at grain terminal

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Kalama

### ***Port of Kalama - Dredge Material Management Plan***

**Description:** Scope is to complete a management plan of sufficient detail to ensure unimpeded maintenance of the 43-foot Columbia River federal navigation channel for the next 20 years.

**Budget:** \$50M

**Timeline:** 2019

**Status:** NEW

**Outcomes:** Maintenance of the shipping channel and retention of jobs dependent on ship passage on the Columbia River

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Kalama

***Port of Kalama - Tradewinds and East Wind Roads Improvements***

**Description:** Improvement to local roads to include: Road "A" will be a new, 680 foot long road that will provide access to Air Liquide, an existing Port tenant, and to the Port's wastewater treatment plan. The new road will also provide emergency response access to the methanol plan. Road "B" will be a 3,100 foot long improvement to an existing gravel road that today is not capable of handling general road or bike traffic.

**Budget:** \$1.2M

**Timeline:** 2017-2019

**Status:** NEW

**Outcomes:** Unknown

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** \$1.8B

**Lead Agency:** Port of Kalama

***Port of Kalama - Kalama Methanol Manufacturing and Exporting Facility Well***

**Description:** Construction of well to provide water for the facility.

**Budget:** \$10M

**Timeline:** 2017-2019

**Status:** NEW

**Outcomes:** New well will support the new business and 200 direct jobs

**Jobs Created or Retained:** 200

**Potential Private and Public Investment:** \$1.8B

**Lead Agency:** Port of Kalama

***Port of Kalama - Kalama Methanol Manufacturing and Exporting Facility Dock***

**Description:** The new export dock is designed to accommodate both the existing fleet and future generations of methanol carriers.

**Budget:** \$21.5M

**Timeline:** 2017-2019

**Status:** On-going

**Outcomes:** Project will support the new business and 200 direct jobs.

**Jobs Created or Retained:** Unknown  
**Potential Private and Public Investment:** \$1.8B  
**Lead Agency:** Port of Kalama

***Port of Kalama - Kalama Methanol Manufacturing and Exporting Facility Fire Loop Road Construction***

**Description:** Construction of a fire loop to support fire suppression at the KMMEF facility.

**Budget:** \$500,000

**Timeline:** 2017-2019

**Status:** NEW

**Outcomes:** Increase safety and fire access to the facility.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** \$1.8B

**Lead Agency:** Port of Kalama

***Port of Kalama - Kalama Methanol Manufacturing and Exporting Facility Storm Water Enhancements***

**Description:** Storm water system enhancement to support industrial facilities adjacent to the facility

**Budget:** \$500,000

**Timeline:** 2017-2019

**Status:** NEW

**Outcomes:** Improve storm water treatment from the new facility

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** \$1.8B

**Lead Agency:** Port of Kalama

***Port of Kalama - Kalama River Industrial Park Building Construction***

**Description:** Light industrial building construction.

**Budget:** \$8M

**Timeline:** 2017

**Status:** NEW

**Outcomes:** Facility for a new business tenant.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Kalama

***Port of Kalama - Oak Street Overpass Modification***

**Description:** Improve the I-5 exit 30 overpass.

**Budget:** \$1M

**Timeline:** 2021

**Status:** NEW

**Outcomes:** Unknown

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Kalama

***Port of Kalama - Spencer Creek Business Park Floating Light Industrial Dock***

**Description:** Installation of floating light industrial dock, in support of larger freight movement.

**Budget:** \$20M

**Timeline:** 2017-2021

**Status:** NEW

**Outcomes:** Additional import and export capacity

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Kalama

***Port of Kalama - Spencer Creek Business Park Road and Utility Improvements at Exist 32***

**Description:** Utility and road improvements to serve the Business Park.

**Budget:** \$12M

**Timeline:** 2018-2019

**Status:** NEW

**Outcomes:** Improved access to Business Park.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Kalama

***Port of Longview - Industrial Rail Corridor Expansion***

**Description:** Updates and adjustments to the Port of Longview's current Industrial Rail Corridor, constructed by the Port in the early 2000's. The proposed IRC Expansion Project consists of relocating the original IRC north, to accommodate three new through tracks, six new sidings, and to allow for increased train clearance with lengths of 8,500 feet and greater. These improvements will enable unit train access and staging for current customer and future tenants on redeveloped and underutilized berths that are currently underutilizing the freight capacity at the Port.

**Budget:** \$62M; this project requests \$5M from EDA to complete the project. Other funding sources used include Port of Longview Capital Budget funds, and has requested funding from WSDOT-FMSIB – Federal Highway Freight Program, and Fastlane Grant funding.

**Timeline:** Phase 1 Engineering/Design/Permitting 2016-2018; Phase 2 Right of Way Purchase 2016-2018; Phase 3 Construction 2019-2021; Phase 4 Construction 2022-2024.

**Status:** NEW

**Outcomes:** The expansion project enables the Port to be competitive with other Pacific Northwest ports that have, or are in the process of, developing deep draft bulk and breakbulk import/export facilities. Allowing unit train delivery into the Port's current operating facility and supporting unit train delivery to the Barlow Point property will expand the port's rail capacity and enable it to increase import and export rail capacity which in turn increases the ability for the Port to provide additional job potential and drive economic development for the state and local economy.

**Jobs Created or Retained:** +/- 2,000 direct and indirect

**Potential Private and Public Investment:** Est. \$60M

**Lead Agency:** Port of Longview

### ***Port of Longview - Willow Grove Boat Launch Improvement Area***

**Description:** Through the development of a Port of Longview Comprehensive Plan, a Park Master Plan concept was developed. The project consists of permitting and replacement of an existing boat launch, restroom renovation, educational signage, and queueing lane reconfiguration.

**Budget:** \$782,655

**Timeline:** Phase 1 – engineering/design/permitting 2018-2019; Phase 2 – Construction – 2020-2021

**Status:** NEW

**Outcomes:** Development of a premier boat launch facility through improvements to existing infrastructure. The boat launch provides a direct boating experience that does not have to compete with other uses, such as a marina or business. Provides direct access to the Columbia River which is a valuable resource for fishing and recreation, and a low-cost launch fee so the community can enjoy the access point with ample parking and launching for the immediate and surrounding communities.

**Jobs Created or Retained:** 30

**Potential Private and Public Investment:** \$800,000

**Lead Agency:** Port of Longview

### ***Port of Longview - Multi-Cargo Modernization Project***

**Description:** This project focuses on the rehabilitation and modernization of 1500 lineal feet of Berth 6 and 7 and breakbulk cargo facilities to optimize increased cargo handling omni-dock operations. This work includes installation of a dual wastewater and storm water collection system, strengthening decking and piling to withstand dual pick, breakbulk heavy loads, upgrades on-dock rail systems, and deepening the berths to take advantage of the recently deepening of the federal navigation channel.

**Budget:** \$32M

**Timeline:** Phase 1 PS&E/Engineering 2017-2019; Phase 2 Storm water/Wastewater

**Status:** NEW

**Outcomes:** The project keeps the Port competitive with other Pacific Northwest ports that have or are in the process of developing deep draft bulk and breakbulk import/export facilities. Development of the multi-cargo modernization project allows the Port to extend their global footprint, and provides the local economy with employment opportunity. The Port markets on a continual basis for spot cargo

to be handled by Berth 6/7. The limiting factors involved with the current state of Berth 6/7 would be eradicated and enable the Port to handle a diverse range of commodities which will bring additional direct and indirect family wage jobs to the region, and services to support Port cargo operations.

**Jobs Created or Retained:** 400

**Potential Private and Public Investments:** \$23M

**Lead Agency:** Port of Longview

#### ***Port of Woodland - Guild Road Industrial Park I***

**Description:** 12-acre industrial park for manufacturing, distribution, and warehousing consisting of approximately 25,000 sq. ft. in 5-6 buildings. Master site infrastructure including water, sewer, telecommunications, electric, gas, storm water, landscaping, and parking/roadway work.

**Budget:** Phase 3 (infrastructure): \$1.2M est.

**Timeline:** Phase 3, 2018-19

**Status:** On-going

**Outcomes:** Previous feasibility study identified micro and small manufacturing as an area to expand for new business development. Fulfill demand for spaces currently underserved within the region.

**Jobs Created or Retained:** Est. 125

**Potential Private and Public Investment:** Est. \$5M+

**Lead Agency:** Port of Woodland

#### ***Port of Woodland - Guild Road Industrial Park II***

**Description:** Design, engineering, and permitting of buildings of 40,000 to 50,000 sq. ft. upon 16-acre site for manufacturing, distribution, and warehousing.

**Budget:** Phase 3 (construction): unknown

**Timeline:** 2018-2019

**Status:** On-going

**Outcomes:** Create leasing space of a much-needed building size in close proximity to I-5, targeted to manufacturing that also requires transportation/distribution by rail or truck.

**Jobs Created or Retained:** Est. 200+

**Potential Private and Public Investment:** Est. \$5M+

**Lead Agency:** Port of Woodland

#### ***Port of Woodland - Martin Bar North Terminal***

**Description:** Conduct feasibility study/plan for deep water industrial development at 36-acre Martin Bar North site including evaluation of infrastructure needs, marketing/business opportunities, initial environmental review, and utilities/services access (water, sewer, septic, well, gas, and electric).

**Budget:** Feasibility study/plan: unknown

**Timeline:** 2018-2022

**Status:** Project currently on hold.

**Outcomes:** Create heavy industrial development opportunity for import/export operations in close proximity to I-5, natural gas pipeline, and city amenities.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Woodland

***Port of Woodland - State Route 503 Broadband/Telecommunications***

**Description:** Continue work under previous CWCOG/CEDC Broadband Study to examine expanding telecommunications to the county line/Cougar. Inventory current infrastructure and look at availability of lines, costs, communications access (GPS/GIS/EDI), and main lines connecting to individual users. Funding request to CERB 2017.

**Budget:** Plan/feasibility study: unknown

**Timeline:** 2017-18

**Status:** On-going

**Outcomes:** The project would offer a basis for pursuing expansion or construction of infrastructure along SR503 to increase public safety, tourism, and business opportunities.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Port of Woodland

## **Lewis County**

### ***Lewis County - North County Industrial Access***

**Description:** This project proposes to finalize regional design efforts for a direct industrial ingress/egress arterial two-lane, two-way truck route from Interstate 5 to North Lewis County industrial properties at the Port of Centralia and the Industrial Park at TransAlta (IPAT). The scope of this project will provide an ingress/egress route for industrial traffic from Harrison Ave. (N. of Centralia) to Interstate 5 and to IPAT for industrial truck traffic. This project will provide route design to 30% by identifying critical areas (such as wetlands and cultural resources), avoiding hazards (old coal mines, junkyards, etc.) identified in previous reports, developing storm water detention for new impervious surface developing roadway geometrics for industrial traffic, minimizing school/community impacts and soliciting public involvement to ensure project acceptance.

**Budget:** Phase 1: \$550,000; Phase 2: \$400,000; Phase 3: \$11,000,00

**Timeline:** Phase 1 to be completed by 1/2017; Phase 2 to be completed by 6/2020; Phase 3 to be completed by 9/2024

**Status:** On-going

**Outcomes:** Project is to develop and construct infrastructure that improves the economic conditions in the region by providing access to Port, industrial park, and other industrial properties in Lewis County. This development will improve the region's economic base and stimulate development by attracting large industrial businesses that provide a large number of family wage jobs.

**Jobs Created or Retained:** 1,800

**Potential Private and Public Investment:** \$1,260,000

**Lead Agency:** Lewis County, Lewis County Economic Development Council, City of Centralia

### ***Lewis County - Packwood Large On-Site Sewer System***

**Description:** The Packwood Community is in need of a centralized sewage collection and treatment system that will eliminate use of many of the inadequate on-site systems that are inhibiting growth and help preserve the quality of the groundwater aquifer. A pre-design report and feasibility study was recently completed in which a Sequencing Batch Reactor (SBR) and a traditional drain field were recommended as the best treatment and dispersal method for the system. The recommended collection method is a traditional gravity sewer system that will be supplemented with lift stations based on a total design flow of 24,000 gallons per day and an estimated 171 EDU's. The continuation of this project will include preparation of an engineering report, an environmental assessment of the service area, design, and construction of the Large On-site Sewage System (LOSS) for the community of Packwood.

**Budget:** Phase 1: \$24,000; Phase 2: \$3,223,638

**Timeline:** Phase 1 was completed in 8/2013; Phase 2 to be completed in 12/2017

**Status:** On-going

**Outcomes:** Construction of a sewerage system in the community of Packwood will support the region surrounding a scenic byway by providing basic services and encourage tourism opportunities to improve the area's economic base. Lewis County, Water District #3 and Destination Packwood are in collaboration to provide sewerage services to retain and expand the existing businesses in the community of Packwood.

**Jobs Created or Retained:** 51

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Lewis County, Water District #3, Destination Packwood

### ***City of Centralia - Salzer/TransAlta Substation***

**Description:** Construct new substation, tentatively named Salzer/TransAlta.

**Budget:** Phase 1 (distribution lines): \$1.5M; Phase 2 (transmission line): \$1M; Phase 3 (substation construction): \$4M

**Timeline:** Phase 1, 2016-18; Phase 2, 2017; Phase 3, 2016-18

**Status:** On-going

**Outcomes:** Earthquake-resistant facilities to provide primary power to critical loads in City of Centralia, with capacity to provide backup power to all Centralia City Light loads in the event of a major earthquake. When completed, the substation will supply power to new commercial development in Centralia.

**Jobs Created or Retained:** Est. 500

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Centralia City Light

### ***City of Chehalis - Discover! Children's Museum***

**Description:** Design and construct approx. 18,000 sq. ft. children's museum including exhibits and a Head Start preschool, In-Tot services, an event/party room, gift shop, and outdoor learning space. It will be located on city-owned property under a long-term lease.

**Budget:** Phase 1 (design and engineering): \$200K; Phase 2 (site prep): \$250K; Phase 3 (construction, exhibits, 1<sup>st</sup>-year ops): \$2.45M

**Timeline:** Tied to funding – Currently this project is incrementally funded through local government support from the City of Chehalis and Lewis County. Total local investment totals; \$12,552.38.

**Status:** On-going

**Outcomes:** The museum will primarily focus on learning through play and will support learning readiness in young children. Outdoor facilities will provide public recreational opportunities including a sensory area, walking paths, indigenous habitat plantings, picnic tables, and benches. It will also support community health with educational signage about plantings and the benefits of exercise and healthy eating.

**Jobs Created or Retained:** Est. 25

**Potential Private and Public Investment:** Est. \$55M

**Lead Agency:** City of Chehalis

### ***City of Chehalis - Renaissance Plan***

**Description:** Continue targeted implementation of the Chehalis Renaissance Plan, building upon prior work that developed a comprehensive, all-encompassing, citywide master plan to guide efforts in community building, economic development, quality design, traffic and parking, and downtown development. The plan was adopted in 2009 and is aimed at making Chehalis a more attractive place in which to live and raise a family, enhance job opportunities and youth involvement, increase tourism, and grow retail business. Its implementation is overseen by the multi-partner Chehalis Renaissance Team.

**Budget:** Phase 1 (branding, signage, marketing, beautification): \$500K-\$6M; Phase 2 (economic development): \$15-20M; potential Phase 3 TBD

**Timeline:** Continue ongoing and in-progress work

**Status:** On-going

**Outcomes:** As a member of the state Main Street program, the Renaissance Team has implemented the program's four-point approach focusing on organization, promotion, design, and economic restructuring. The Promotions Committee remains focused on working with area attractions to create itineraries that encourage multi-day stays. The Design Committee is exploring tax credit programs to rehabilitate historic buildings. The newly formed Economic Restructuring Committee will begin by inventorying empty buildings and will also examine the current host of businesses to target businesses to bring to the community.

**Jobs Created or Retained:** Est. 75

**Potential Private and Public Investment:** Est. \$6M

**Lead Agency:** City of Chehalis

### ***Port of Chehalis - Habein Road Industrial Complex***

**Description:** Complete development of and aggressively market a 6.5-acre industrial site already owned by the Port. Approximately 2.5 acres is already developed with 40K sq. ft. of industrial structures, and the site is potentially rail served. This project is currently pending an EDA grant to complete the initial \$3.5M portion of the project in 2017.

**Budget:** Phase 1 (completed): \$1.4M; Phase 2 (design and engineering): \$75K; Phase 3 (construction): \$3M

**Timeline:** Phase 2, 2017; Phase 3, 2018

**Status:** On-going

**Outcomes:** The project will create a new industrial complex, leveraging the infrastructure already in place to attract new businesses and drive job creation. The project contributes to the continued build out of the Port and industrial facilities and infrastructure in the Chehalis Industrial Park.

**Jobs Created or Retained:** Est. 30

**Potential Private and Public Investment:** Est. \$10M

**Lead Agency:** Port of Chehalis

### ***Port of Chehalis - Maurin Road Industrial Site***

**Description:** Develop the last remaining rail-served, 25+-acre industrially zoned parcel in Lewis County in preparation for an industrial user.

**Budget:** Phase 1 (planning, design, and permitting): \$250K; Phase 2 (construction): \$3.810M

**Timeline:** Completion by end of 2017

**Status:** On-going

**Outcomes:** Bring one of the few industrial sites in Lewis County not susceptible to flooding to “shovel ready” condition in order to entice potential users, and enable Lewis County and Port of Chehalis to be very competitive in siting an industrial or manufacturing tenant. The site can also be easily adapted to accommodate rail.

**Jobs Created or Retained:** Est. 85

**Potential Private and Public Investment:** Est. \$20M

**Lead Agency:** Port of Chehalis

### ***Port of Chehalis - Downie Road Extension***

**Description:** Extend Downie Road within the Chehalis Industrial Park to connect to both sides of the industrial park.

**Budget:** Phase 1 (completed): \$10K; Phase 2 (engineering, design, and permits): \$100K; Phase 3 (construction): \$2.890M

**Timeline:** Phase 2, 2018; Phase 3, 2019

**Status:** On-going

**Outcomes:** The project will provide a sorely needed industrial road connection that will reduce truck mileage by several thousand miles a year, with corresponding reductions in fuel costs and greenhouse gas emissions. It will provide direct access to I-5 and a future rail reload facility.

**Jobs Created or Retained:** Est. 60

**Potential Private and Public Investment:** Est. \$5M

**Lead Agency:** Port of Chehalis

## **Wahkiakum County**

### ***Wahkiakum County - Living Well Center***

**Description:** Wahkiakum County Health and Human Services plans to collocate physical, behavioral, and public health to provide integrated services to low- and moderate-income people. A housing project of approximately 23 units is also anticipated, along with a food distribution center. The center will serve older people, low income people, victims of abuse, and chemically dependent people. There will also be walking trails on the property.

**Budget:** Phase I (feasibility study) \$24K – currently funded

**Timeline:** Tied to funding

**Status:** On-going

**Outcomes:** Project will provide access to workforce education and assistance, housing, food, and behavioral health services for low- to moderate-income people. It will provide infrastructure for existing services in an attractive, innovative facility. By providing health care access, it supports an emerging economic driver in the community.

**Jobs Created or Retained:** 54

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Wahkiakum County

### ***Wahkiakum County - Steamboat Slough Road Safety & Access Preservation***

**Description:** Project will enhance safety and public access to the Julia Butler Hansen Refuge for Columbia white-tailed deer through restoration and resurfacing of the deteriorating county road and building car pullouts, constructing a designated parking area at the Columbia River, building a safe turnaround area, and adding informational kiosks. An increase in access to the Refuge is expected to increase visitations, prolong, by days, the duration of each visit, and proportionately increase local spending.

**Budget:** \$934,973, currently only \$230,000 has been committed to the project.

**Timeline:** Phase I: 2015-2017; Phase II to be completed in 2017

**Status:** On-going

**Outcomes:** Project will increase tourism by drawing more visitors to the JBH Wildlife Refuge, and the local businesses, restaurants, campgrounds, and other recreational facilities within the vicinity.

**Jobs Created or Retained:** Unknown

**Potential Private and Public Investment:** Unknown

**Lead Agency:** Wahkiakum County

***Town of Cathlamet - Waterfront Park***

**Description:** Construct new waterfront park on the area of abandoned sewage lagoons site.

**Budget:** Phase 1 (planning/conceptual design/funding strategy): non-monetary NPS grant; subsequent phases TBD

**Timeline:** Phase 1 Community Engagement 2016; Phase 2 Design 2016; Final Design/Funding Strategy 2017-2019 funding dependent.

**Status:** On-going

**Outcomes:** Brownfield reclamation, creation of visitor attraction, active living amenity for community

**Jobs Created or Retained:** 5

**Potential Private and Public Investment:** \$100,000

**Lead Agency:** City of Cathlamet

## DEMOGRAPHY

Appendix A

### Cowlitz County

Cowlitz county encompasses an area of 1,140.13 square miles. The county is trending positively as considerable strides have been made in terms of the poverty rate which decreased by 4.9% over the past year. When compared to other counties within the state, Cowlitz ranks third in manufacturing jobs as well as transportation and warehousing jobs. The average wage per transportation and warehousing job also ranks third in the state. Since 2016, Cowlitz county has moved from having the 5<sup>th</sup> highest poverty rate in the state to 15<sup>th</sup>, which constitutes as a 4.9% decrease over the past year.

People & Income Overview (By Place of Residence)	Value	Rank in State	Industry Overview, 2015 (By Place of Work)	Value	Rank in State
Population (2016)	105,160	<a href="#">12</a>	Covered Employment	37,341	<a href="#">14</a>
Growth (%) since 2010 Census	2.70%	<a href="#">25</a>	Avg. Wage per Job	\$45,331	<a href="#">9</a>
Households (2015)	39,763	<a href="#">12</a>	Manufacturing - % All Jobs in County	17.10%	<a href="#">3</a>
Labor Force (persons) (2016)	44,859	<a href="#">12</a>	Avg. Wage per Job	\$65,145	<a href="#">7</a>
Unemployment Rate (2016)	7.5	<a href="#">12</a>	Transportation & Warehousing - % All Jobs in County	4.10%	<a href="#">3</a>
Per Capita Personal Income (2015)	\$40,371	<a href="#">22</a>	Avg. Wage per Job	\$59,701	<a href="#">3</a>
Median Household Income (2015)	\$50,502	<a href="#">19</a>	Health Care, Social Assist. - % All Jobs in County	16.30%	<a href="#">6</a>
Poverty Rate (2015)	15.7	<a href="#">15</a>	Avg. Wage per Job	\$46,904	<a href="#">6</a>
High School Diploma or More - % of Adults 25+ (2015)	87.80%	<a href="#">28</a>	Finance and Insurance - % All Jobs in County	2.10%	<a href="#">13</a>
Bachelor's Degree or More - % of Adults 25+ (2015)	16.00%	<a href="#">33</a>	Avg. Wage per Job	\$50,958	<a href="#">13</a>

Source: [Stats America](#)

*Lewis County*

Located in the northern most end of the economic development district boundary, Lewis County encompasses 2,402.8 square miles. Positive trends occurring within the county include an increase in population, average wage per job, high school graduation rates, and Bachelor’s Degree attainment. Unemployment has decreased by 1.1% from the 9.2% unemployment rate in 2015.

<b>People &amp; Income Overview (By Place of Residence)</b>	<b>Value</b>	<b>Rank in State</b>	<b>Industry Overview, 2015 (By Place of Work)</b>	<b>Value</b>	<b>Rank in State</b>
Population (2016)	77,066	<a href="#">16</a>	Covered Employment	23,935	<a href="#">17</a>
Growth (%) since 2010 Census	2.10%	<a href="#">30</a>	Avg Wage per Job	\$38,406	<a href="#">17</a>
Households (2015)	29,515	<a href="#">16</a>	Manufacturing - % All Jobs in County	13.30%	<a href="#">7</a>
Labor Force (persons) (2016)	32,094	<a href="#">17</a>	Avg Wage per Job	\$50,649	<a href="#">17</a>
Unemployment Rate (2016)	8.1	<a href="#">7</a>	Transportation & Warehousing - % All Jobs in County	3.40%	<a href="#">6</a>
Per Capita Personal Income (2015)	\$37,486	<a href="#">30</a>	Avg Wage per Job	\$45,133	<a href="#">19</a>
Median Household Income (2015)	\$47,619	<a href="#">26</a>	Health Care, Social Assist. - % All Jobs in County	14.90%	<a href="#">10</a>
Poverty Rate (2015)	15.3	<a href="#">20</a>	Avg Wage per Job	\$41,701	<a href="#">15</a>
High School Diploma or More - % of Adults 25+ (2015)	87.10%	<a href="#">32</a>	Finance and Insurance - % All Jobs in County	1.50%	<a href="#">28</a>
Bachelor's Degree or More - % of Adults 25+ (2015)	15.40%	<a href="#">36</a>	Avg Wage per Job	\$41,317	<a href="#">29</a>

Source: [Stats America](#)

## Wahkiakum County

Wahkiakum County has a land area of 263.38 square miles. Since 2010 population has increased by 3.2%. Median household income falls right behind Cowlitz county ranking 20<sup>th</sup> in the state despite the unemployment rate being the third highest in the state.

<b>People &amp; Income Overview (By Place of Residence)</b>	<b>Value</b>	<b>Rank in State</b>	<b>Industry Overview, 2015 (By Place of Work)</b>	<b>Value</b>	<b>Rank in State</b>
Population (2016)	4,139	<a href="#">37</a>	Covered Employment	712	<a href="#">39</a>
Growth (%) since 2010 Census	4.00%	<a href="#">21</a>	Avg Wage per Job	\$34,135	<a href="#">35</a>
Households (2015)	1,716	<a href="#">37</a>	Manufacturing - % All Jobs in County	6.30%	<a href="#">25</a>
Labor Force (persons) (2016)	1,296	<a href="#">38</a>	Avg Wage per Job	\$29,480	<a href="#">36</a>
Unemployment Rate (2016)	9%	<a href="#">3</a>	Transportation & Warehousing - % All Jobs in County	1.10%	<a href="#">26</a>
Per Capita Personal Income (2015)	\$36,153	<a href="#">33</a>	Avg Wage per Job	\$35,876	<a href="#">36</a>
Median Household Income (2015)	\$50,402	<a href="#">20</a>	Health Care, Social Assist. - % All Jobs in County	0.00%	<a href="#">34</a>
Poverty Rate (2015)	12.6	<a href="#">30</a>	Avg Wage per Job	N/A	
High School Diploma or More - % of Adults 25+ (2015)	92.40%	<a href="#">9</a>	Finance and Insurance - % All Jobs in County	2.00%	<a href="#">15</a>
Bachelor's Degree or More - % of Adults 25+ (2015)	14.50%	<a href="#">38</a>	Avg Wage per Job	\$34,136	<a href="#">37</a>

Source: [Stats America](#)

*Economic Development District Detailed Profile*

Within the region, over the 5-year period evaluated from 2011 to 2015, the following sectors experienced an increase in the number of jobs available: manufacturing, retail trade, transportation and warehousing, and utilities, information, professional, scientific, and management, and administrative and waste management services, and other services, except public administration. There has been a significant drop in the overall amount of people working in the region. The previous ACS data used evaluated the region through a 3-year estimate from 2009 – 2013. ACS Estimates have a margin of error that is particularly high when evaluating a rural region which may account for the significant drop in the number of people in civilian labor force between 2013 to 2015. According to the data between the three and five-year estimates there has been a 13.3% decline in the civilian employed population of 16 years and over.

<b>Industry by Sector</b>	<b>Lewis County 5 Year ACS Estimates 2011-15</b>	<b>Cowlitz County 5 Year ACS Estimate 2011-15</b>	<b>Wahkiakum County 5 Year ACS Estimate 2011-15</b>	<b>EDD</b>
Civilian employed population 16 years and over	29,297	40,418	1,248	70,963
Agriculture, forestry, fishing and hunting, and mining:	1,757	1,225	127	3,109
Construction	1,898	2,820	76	4,794
Manufacturing	2,864	6,027	105	8,996
Wholesale trade	875	1,044	42	1,961
Retail trade	4,083	5,297	93	9,473
Transportation and warehousing, and utilities:	2,071	2,782	87	4,940
Information	323	473	23	819
Finance and insurance, and real estate and rental and leasing:	1,155	1,558	7	2,720
Professional, scientific, and management, and administrative and waste management services:	1,966	3,030	87	5,083
Educational services, and health care and social assistance:	6,333	8,834	291	15,458
Arts, entertainment, and recreation, and accommodation and food services:	2,571	2,834	111	5,516
Other services, except public administration	1,249	2,445	68	3,762
Public administration	2,152	2,049	131	4,332

Table 1: Industry Sectors by County

Source: American Community Survey, 5-Year Estimates, 2011-2015

*Educational Preparedness*

Education Attainment	Lewis County		Cowlitz County		Wahkiakum		EDD		Washington State	
	Total	%	Total	%	Total	%	Total	%	Total	%
Population 25 years and over	52,458	%	70,149	%	3,064	%	125,671	%	4,721,438	%
Less than 9th grade	2,398	4.6%	2,434	3.5%	59	1.9%	4,891	3.3%	189,580	4.0%
9th to 12th grade, no diploma	4,363	8.3%	6,154	8.8%	174	5.7%	10,691	7.6%	262,011	5.5%
High school graduate (includes equivalency)	16,576	31.6%	21,643	30.9%	1,013	33.1%	39,232	31.9%	1,097,839	23.3%
Some college, no degree	14,824	28.3%	21,617	30.8%	1,027	33.5%	37,468	30.9%	1,159,463	24.6%
Associate's degree	6,218	11.9%	7,052	10.1%	346	11.3%	13,616	11.1%	460,415	9.8%
Bachelor's degree	4,888	9.3%	6,857	9.8%	308	10.1%	12,053	9.7%	986,653	20.9%
Graduate or professional degree	3,191	6.1%	4,392	6.3%	137	4.5%	7,720	5.6%	565,477	12.0%

Table 2: EDD Education Attainment

Source: American Community Survey, 5-Year Estimate, 2011–2015

Over the reporting period, graduation rates have dipped across all three counties within the region which may be attributed to a number of varying factors including the accuracy of the American Community Survey Estimates. Associates degrees within the period have increased in all three counties within the EDD. The regional average surpasses Washington State Associate degree attainment by over 2%. The region also has a higher degree of high school graduates than the state average by 8.6%. The region still experiences only a third of the population attaining high school diplomas or the equivalent and has a high percentage of individuals with some college education but no degree. Agencies such as Workforce Southwest Washington, Lower Columbia Community College, among other partners are spearheading initiatives and programs that target those seeking degrees whether through two to four year institutions or workforce retraining programs.

	H.S. Graduate or Higher			Bachelor's Degree or Higher		
	2008-12	2011-15	% Change	2008-12	2011-15	% Change
Cowlitz	85.8%	87.8%	+ 2.3	15.4%	16%	+ 3.9
Lewis	86.7%	87.1%	+ 0.46	14.9%	15.4%	+ 3.4
Wahkiakum	93.3%	92.4%	- 0.96	16.7%	14.5%	- 13.2

Table 3: Change in Graduation Rates and Higher Degree Attainment 2012 – 2015

Source: American Community Survey, 5-Year Estimate, 2011–2015

### Poverty by County & City

In the Economic Development District, the percentage of families below the poverty level has improved almost across the board. Lewis and Wahkiakum counties have seen significant declines in the percentage of families below the poverty level over the past 12 months. Washington State continues to be under the national poverty rate for families; however, both the state and national rates have increased since the 2016-17 CEDS Update. Within the region, Kelso, Cathlamet, Longview, Chehalis, and Pe Ell have the most families in poverty by percentage.

Jurisdiction	Families	With related children < age 18	With related children < age 5	Under age 18	With related children ages 5 to 17	Age 65 +
United States	11.3%	18.0%	18.0%	26.9%	15.2%	5.3%
Washington St	8.9%	14.4%	14.5%	21.6%	11.9%	4.3%
Cowlitz Co	12.5%	21.3%	33%	22.9%	17.4%	5.2%
Lewis Co	10.5%	16.8%	25.2%	24.5%	12.1%	3.7%
Wahkiakum Co	10.8%	23.2%	0.0%	0.0%	29.1%	7%
Castle Rock	10.4%	16.2%	46.9%	0.0%	16.7%	13.5%
Cathlamet	16.8%	15.3%	0.0%	0.0%	24.4%	23.3%
Centralia	14.5%	23.1%	25.3%	28.8%	19.5%	0.7%
Chehalis	15.5%	19.7%	28.8%	36.0%	11.2%	13.7%
Kalama	6.7%	9.8%	40.4%	8.1%	2.8%	0.0%
Kelso	26.3%	42.2%	47.1%	53.1%	36.1%	12.5%
Longview	16.8%	28.6%	38.9%	35.0%	22.2%	5.6%
Morton	12.5%	19.0%	20.0%	0.0%	21.4%	7.50%
Mossyrock	11.9%	6.2%	0.0%	30.8%	3.1%	14%
Napavine	11.1%	19.0%	28.6%	30.6%	10.3%	0.0%
Pe Ell	15.0%	17.5%	21.4%	0.0%	25.0%	13.6%
Toledo	12.5%	25.3%	0.0%	0.0%	33.3%	0.0%
Vader	11.4%	24.7%	14.3%	10.8%	54.5%	0.0%
Winlock	11.7%	11.4%	0.0%	17.7%	11.1%	0.0%
Woodland	12.9%	14.5%	8.6%	7.4%	18.6%	6.0%

Table 4: Poverty by City

Source: American Community Survey, 5-Year Estimates, 2011—2015

*Income*

Income in the region continues to lag behind the Washington State median household, mean household, and per capita income. Woodland, located right outside of the Portland/Vancouver metropolitan area, has median and mean household income averages that eclipse Washington State averages by at least \$1,000. Per capita income throughout the EDD region is significantly lower than the State per capita income with the closest community, Kalama, still lagging behind by over \$3,000. As mentioned in the last update, Woodland, disproportionately increases the median household income for Cowlitz County. Almost every community with the exception of Woodland is below both the median and mean household income. The per capita income of all communities within the EDD are substantially lower than Washington State’s per capita income.

<b>Jurisdiction</b>	<b>Median Household Income</b>	<b>Mean Household Income</b>	<b>Per Capita Income</b>
Washington St	\$61,062	\$80,789	\$31,762
Cowlitz C	\$47,452	\$60,392	\$24,260
Lewis Co	\$44,100	\$55,886	\$22,480
Wahkiakum Co	\$44,485	\$56,470	\$24,483
Castle Rock	\$50,372	\$57,819	\$22,754
Cathlamet	\$39,643	\$47,549	\$20,249
Centralia	\$37,100	\$45,845	\$19,156
Chehalis	\$51,729	\$60,972	\$19,137
Kalama	\$51,979	\$68,029	\$27,813
Kelso	\$33,843	\$42,946	\$16,668
Longview	\$50,335	\$62,337	\$22,223
Morton	\$36,739	\$47,038	\$19,504
Mossyrock	\$39,938	\$49,550	\$20,411
Napavine	\$44,432	\$53,168	\$22,409
Pe Ell	\$44,375	\$45,377	\$18,263
Toledo	\$43,000	\$56,362	\$25,261
Vader	\$42,386	\$48,727	\$17,862
Winlock	\$41,563	\$46,408	\$15,379
Woodland	\$62,430	\$83,090	\$25,633

Table 5: Income by City and County

Source: American Community Survey, 5-Year Estimates, 2011-2015

### Migration and Population Increases

Overall net migration patterns for the region have trended positively to present with the exception of a sharp dip in migration in Lewis county in 2012-13. Washington State has experienced stable increases in net migration over the 5-year period. The region has experienced peaks and valleys in net migration patterns and have stabilized over the past year.

Residual Net Migration					
Jurisdiction	2011-12	2012-13	2013-14	2014-15	2015-16
Cowlitz Co	158	155	349	542	469
Lewis Co	256	-118	53	310	222
Wahkiakum Co	50	8	10	1	16
Washington St	11,967	28,489	49,455	57,611	87,097

Table 6: Residual Net Migration 2011-2015

Source: Washington State Office of Financial Management, Forecasting and Research Division, 2016

Counties like Wahkiakum are experiencing a trend upwards after experiencing net losses in population for 4 out of the 5-year period evaluated (2011-2016). In regards to natural increases in population, Washington State has been experiencing a drop in the natural increase by 7.2%. Cowlitz County recovered from a serious drop in population when compared to last year. Lewis County is the only county within the EDD that experienced a drop in the population between 2014-15 and 2015-16 data.

Natural Increase (births-deaths)	2011-12	2012-13	2013-14	2014-15	2015-16
Cowlitz Co	192	95	51	38	101
Lewis Co	44	18	47	50	8
Wahkiakum Co	-25	-13	-20	-31	4
Washington St	37,903	36,141	36,315	35,629	35,193

Table 7: Natural Increase in Population

Source: Washington State Office of Financial Management, Forecasting and Research Division, 2016

### Age of Population by County

Both population estimates for Cowlitz and Lewis counties vary when calculating the actual number of people per population bracket. It can be inferred that the margin of error on both estimates can be used to balance the discrepancy in total from the total population to the calculated number shown in the table above. Cowlitz county total population has a margin of error of, +/- 158, and Lewis county with, +/- 99. The largest age cohorts of the population within the economic development district are between 50 to 54 years, 55 to 59 years, 60 to 64 years, and 65 to 69 years of age. Despite the large cohort of children 10 to 14 years and 15 to 19 years of age, most will leave the area for higher education before returning, if they return at all. The region will continue to bolster attractiveness to entice individuals in the 25 to 40-year age bracket to live, work, and start and/or bring their families to the region.

Age by County	Cowlitz Co		Lewis Co		Wahkiakum Co		EDD	
	Estimate	%	Estimate	%	Estimate	%	Estimate	%
Total population	102,338	--	75,515	--	4,035	--	181,888	--
Under 5 years	6,243	6.1%	4,455	5.9%	101	2.5%	10,799	4.8%
5 to 9 years	6,652	6.5%	4,380	5.8%	117	2.9%	11,149	5.1%
10 to 14 years	6,857	6.7%	4,833	6.4%	238	5.9%	11,928	6.3%
15 to 19 years	6,447	6.3%	4,984	6.6%	311	7.7%	11,742	6.9%
20 to 24 years	5,936	5.8%	4,380	5.8%	210	5.2%	10,525	5.6%
25 to 29 years	5,629	5.5%	4,304	5.7%	141	3.5%	10,074	4.9%
30 to 34 years	5,936	5.8%	4,229	5.6%	190	4.7%	10,354	5.4%
35 to 39 years	5,731	5.6%	4,078	5.4%	153	3.8%	9,962	4.9%
40 to 44 years	6,345	6.2%	4,380	5.8%	190	4.7%	10,914	5.6%
45 to 49 years	6,652	6.5%	4,682	6.2%	254	6.3%	11,588	6.3%
50 to 54 years	7,368	7.2%	5,513	7.3%	331	8.2%	13,212	7.6%
55 to 59 years	7,266	7.1%	5,664	7.5%	311	7.7%	13,240	7.4%
60 to 64 years	7,368	7.2%	5,362	7.1%	327	8.1%	13,057	7.5%
65 to 69 years	5,936	5.8%	4,455	5.9%	416	10.3%	10,807	7.3%
70 to 74 years	4,503	4.4%	3,851	5.1%	335	8.3%	8,689	5.9%
75 to 79 years	2,865	2.8%	2,190	2.9%	266	6.6%	5,322	4.1%
80 to 84 years	2,251	2.2%	1,737	2.3%	77	1.9%	4,065	2.1%
85 years and over	2,251	2.2%	2,114	2.8%	77	1.9%	4,443	2.3%

**Table 8: Age by County**

Source: American Community Survey, 5-Year Estimates, 2011-2015

### *Housing Stock*

The housing stock across the Economic Development District has only seen roughly 21 new units enter the market within the reporting period. The previous amount of housing units in the region totaled 79,646 units and was compared to the current 79,667 units according to Census estimates. Activity in recent months has increased with the ongoing addition of units within the portions of the region. Housing availability continues to be a major issue relating to readiness for economic development.

	<b>Cowlitz Co</b>	<b>Lewis Co</b>	<b>Wahkiakum Co</b>	<b>EDD</b>
Housing	43,503	34,110	2,054	79,667
Occupied Housing Units	39,763	29,515	1,716	70,994
Vacant Housing Units	3,740	4,595	338	8,673
Homeowner Vacancy Rate	2.2	2.9	1.5	2.2
Rental Vacancy Rate	5.1	5.3	2.9	4.4
Owner-occupied	26,091	19,888	1,352	47,331
Occupied by paying renter	13,672	9,627	364	23,663
Occupied rent-free	469	757	33	1,259

Table 9: Housing by County

Source: American Community Survey, 5-Year Estimates, 2011-2015

### Demographics by County

Demographics within the EDD have remained relatively stable, as mentioned in the previous update. A lack of racial and ethnic diversity present in each county as well as the region as a whole. When compared with Washington State, the region is predominantly white and fairly homogenous with one another in terms of their respective racial composition. About 86% of the region identifies as white alone which is about 15% above the statewide segment for this demographic. The region also has less than ten percent of the population identifying as Hispanic or Latino origin (of any race) which falls 4% below the statewide segment for this demographic.

	Cowlitz Co		Lewis Co		Wahkiakum Co		EDD		Washington St	
	Estimate	%	Estimate	%	Estimate	%	Estimate	%	Estimate	%
One race	97,630	95.4%	72,268	95.7%	3,882	96.2%	173,780	95.8%	6,622,220	94.8%
White	92,821	90.7%	69,247	91.7%	3,753	93.0%	165,820	91.8%	5,434,691	77.8%
Black or African American	614	0.6%	604	0.8%	4	0.1%	1,222	0.5%	251,477	3.6%
American Indian and Alaska Native	1,126	1.1%	453	0.6%	77	1.9%	1,655	1.2%	90,811	1.3%
Asian	1,330	1.3%	906	1.2%	44	1.1%	2,281	1.2%	537,881	7.7%
Native Hawaiian and Other Pacific Islander	205	0.2%	-	0.0%	-	0.0%	205	0.1%	41,913	0.6%
Some other race	1,535	1.5%	1,057	1.4%	-	0.0%	2,592	1.0%	265,448	3.8%
Two or more races	4,708	4.6%	3,247	4.3%	153	3.8%	8,108	4.2%	363,244	5.2%
Hispanic or Latino origin (of any race)	8,494	8.3%	7,174	9.5%	174	4.3%	15,841	7.4%	838,256	12.0%
White alone, not Hispanic or Latino	86,885	84.9%	63,961	84.7%	3,603	89.3%	154,449	86.3%	4,945,709	70.8%

Table 10: Demographics by County

Source: American Community Survey, 5-Year Estimates, 2011-2015

	<b>Total households</b>	<b>Less than \$10,000</b>	<b>\$10,000 to \$14,999</b>	<b>\$15,000 to \$24,999</b>	<b>\$25,000 to \$34,999</b>	<b>\$35,000 to \$49,999</b>	<b>\$50,000 to \$74,999</b>	<b>\$75,000 to \$99,999</b>	<b>\$100,000 to \$149,999</b>	<b>\$150,000 to \$199,999</b>	<b>\$200,000 or more</b>
Washington St	116,926,305	8,421,482	6,161,477	12,367,168	11,803,974	15,672,431	20,827,239	14,166,538	15,356,540	6,010,418	6,139,038
Cowlitz Co	39,763	3,082	2,206	5,200	4,331	6,052	7,717	4,473	4,823	1,192	687
Wahkiakum Co	1,716	138	90	250	183	301	375	118	215	11	35
Lewis Co	29,515	2,141	1,876	3,748	3,760	4,708	6,049	3,141	3,079	684	329
Castle Rock	1,025	51	105	120	170	173	212	81	69	37	7
Cathlamet	240	33	13	41	21	51	34	26	18	0	3
Centralia	6,655	641	583	1,067	829	1,191	1,164	625	416	125	14
Chehalis	2,786	218	231	498	483	364	423	197	299	58	15
Kalama	1,009	34	48	70	109	196	208	93	181	42	28
Kelso	4,374	546	368	761	587	709	785	251	320	20	27
Longview	15,203	1,552	1,220	2,629	1,677	2,261	2,557	1,451	1,270	332	254
Morton	510	33	50	62	94	64	102	63	42	0	0
Mossyrock	301	9	12	65	36	77	48	23	22	9	0
Napavine	712	54	48	60	83	144	150	76	95	2	0
Pe Ell	217	19	37	17	21	31	65	11	10	6	0
Toledo	262	6	31	30	52	26	43	19	48	0	7
Vader	243	17	21	27	21	56	64	25	10	0	2
Winlock	497	44	22	68	62	103	121	58	19	0	0
Woodland	1,674	41	66	154	197	209	509	122	206	78	92

Table 11: EDD Household Income

**Cowlitz-Lewis Economic Development District  
Cowlitz-Wahkiakum Council of Governments  
Administration Annex / 207 4<sup>th</sup> Ave N  
Kelso, WA 98626  
(360) 577-3041**

**YEAR-END PROGRESS REPORT**

Project No. 07-83-0726301

**For reporting period: July 1, 2016—June 30, 2017**

In its on-going role as the Economic Development District under 13 CFR 304.2 and on behalf of the EDD, the Cowlitz-Wahkiakum Council of Governments (CWCOG) and its partners have continued working on a number of issues important for economic growth and development within the Cowlitz, Lewis, and Wahkiakum County boundaries.

The CWCOG provides program administration, facilitation and staffing for the Economic Development Program; conducting research, building local capacity, and providing planning and advisory services to local communities within the EDD's regional boundaries. In turn, the EDD members are actively participating in and supporting the identified EDA Grant Scope of Work activities by providing both cash and in-kind support of local resources to implement the following tasks:

*A. Economic Development Partnerships*

1) *Partner with area community colleges, the Workforce Southwest Washington, Pacific Mountain Workforce Development Council, and others to promote workforce development initiatives. Efforts will focus on information sharing and support for connecting programs with possible workers and employers.*

- Staff and those providing in-kind support to the SOW efforts held and participated in a variety of meetings and discussions relating to economic development coordination during the reporting period. Specific meetings included discussions with Lower Columbia College, Southwest Washington Workforce, Centralia College, and the Washington State University Extension offices in Wahkiakum, Cowlitz, and Lewis counties. A number of joint company visits throughout the region were held to discuss local workforce issues. Outcomes of those staff and volunteer meetings included:
- Conducted planning efforts to hold a regional Career Day event and outreach to support workforce development efforts in area schools. In March, a Wahkiakum Career Fair was held at the local high school where major employers representing the local businesses sector were present. Activities included, meet and greets with employers, mock interviews, and resume writing workshops.
- Facilitated a training program between the Southwest Washington Workforce, Lower Columbia College and Northwest Innovation Works. Training programs involving Lower

Columbia College and Wahkiakum County were also discussed in an effort to provide more apprenticeships through the local higher education institution.

- During 2017, the Lewis County Economic Development Council completed work on their strategic plan. A workforce development study was completed by TIP Strategies, an economic development consulting group, to identify job skill gaps and solutions to attract industry to Lewis County and meet the needs of workers. Partnerships were established between Centralia College, Pacific Mountain Workforce Development Council, and private industries with a shared vision of the creation of training programs to meet the needs and demands of employers.
  - The CWCOG partnered with the Wahkiakum County Washington State University Extension to host the Governor’s Summit on Career Connected Learning on May 31<sup>st</sup>. This event was spearheaded by Washington State’s Governor Inslee. The summit provided information on STEM education and the connectivity of education and career pathways. Career connected learning focuses on efforts needed to help young people gain work readiness skills.
  - Building Resilience in Southwest Washington: Perspectives from the Local to Regional Level, held on May 23<sup>rd</sup> from 3 to 6 pm. Thirty-three participants, not including CWCOG staff and speakers, attended the event and partook in discussions and activities identifying regional resilience priorities and action steps to start strengthening our region.
  - Staff attended the Washington Economic Development Association winter conference in late March. The conference provided networking opportunities with the Columbia River Economic Development Council and Tri-Cities Economic Development Council, among others.
  - Seven Regional Information Forums were held during the year in an effort to promote cooperation and information sharing.
- 2) *Explore development of an educational and peer sharing forum to allow regional community leaders to learn about programs directed at community and economic development such as America in Bloom, Tree City USA, Main Street, 100 Resilient Cities, Rural Development Initiatives, and others.*
- Initial research was conducted during the first half of the year in anticipation of holding an event in 2017. Representatives of the national programs were not available for an event at an affordable rate and other ways of providing information to communities will be pursued.
  - A Community Development Forum was held to provide information on a variety of state programs.
  - Hosted Dan Burden, Blue Zones, for two community visits to provide information on building community place and walkability.
- 3) *Monitor legislative initiatives and provide periodic briefings to state and federal legislators on economic development issues.*
- Partnered with local chambers using information from the Washington Economic Development Association to track and monitor information relating to economic development and other business issues. Scott Bailey, the Washington State Employment

Security Economist, sends news briefings on Southwest Washington industry clusters and economic trends in the region. These briefings are distributed to our membership on a quarterly basis.

- Worked cooperatively with local area cities to develop a state legislative agenda for cities with an emphasis on economic development issues.
- Partnering organizations participated in the development of the Washington Economic Development Association 2017 legislative agenda.

4) *Network with other economic development districts to share information and best practices.*

- Communicated with several other economic development districts in an effort to share funding opportunities and programming efforts.

*B. Freight/Workforce Mobility and Infrastructure*

1) *Advocate for transportation projects within the region that support job retention and creation, accessibility to commercial and industrial hubs, and alternative transportation for the regional workforce.*

- During the period, CWCOG and SWEDD stakeholders worked to support a number of freight transportation projects. They provided a list of 26 freight mobility and infrastructure projects to the state for possible funding for the region. Decisions on funding are expected in late 2017.
- Participated in meetings with the Southwest Washington Regional Airport to discuss development opportunities for the airport. An economic development project for this facility is listed on the CEDS project list. The airport is designated as a critical facility for the evacuation of people from the region in the event of an emergency. Improvements in the runway are imperative for the airport to support emergency management aircrafts and to support additional business activity.
- Participated in a process to enhance safety and strengthen alternative transportation networks throughout the region. This included efforts to enhance safety relating to truck travel.
- Participated in the Great Northern Corridor Coalition working with local and potential customers to better understand freight needs.
- Through the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), worked to develop project funding for efforts supporting economic development and new investments.
- Played leadership role in the Industrial Way/Oregon Way interchange project and worked to get the corridor designated as a critical freight corridor by Washington Department of Transportation.
- Partners and staff played key roles in the North Lewis County Industrial Access study project.
- Participated in meetings with BNSF and Patriot Rail to discuss freight and service issues.

- Conducted outreach to area freight haulers to discuss issues and needs impacting their growth opportunities, and participated in the Lower Columbia Transportation Association.
  - Staff participated in and held periodic briefings sharing information on key issues to stakeholders and partner agencies like the National Association of Development Organizations (NADO). NADO also requested briefings from partners outlining EDA funded projects and the successes that have come from this funding source to be brought to the legislature in support of keeping EDA programming in place.
- 2) *Conduct work to support freight mobility throughout the region in conjunction with the regional transportation planning program.*
- Began work in conjunction with the Washington State Department of Transportation (WSDOT) and RTPO to enhance freight mobility discussions. Initial work was done to identify key strategies for improving systems capacity and efficiency. This preliminary work led to the development of a freight advisory committee to address private sector freight issues and integrate them into the perceived public-sector needs.
  - SWEDD stakeholders participated in the High, Wide, Heavy Corridor Coalition in an effort to find better solutions to move containerized specialty grains through the regional port operations.
  - SWEDD stakeholders participated in the Lower Columbia River Channel Maintenance Project and the Lower Columbia River Operation and Maintenance efforts that directly support regional development efforts.
  - Participated in the Lower Columbia Transportation Association to gain knowledge of expanding freight opportunities and make members aware of the EDD and offer programs.
  - Held a Freight Mobility Stakeholders event on May 10<sup>th</sup> in Chehalis, WA. Representatives from the Washington Rail Association, Washington Port Association, local ports, trucking agencies, and state and local government personnel were all in attendance. Washington State Department of Transportation representatives gave an overview of the statewide Freight Mobility Plan and efforts related to the 2045 Regional Transportation Plan. Participants gave commentary on freight issues to inform regional freight long-range strategies developed in conjunction with the transportation planning program.
- 3) *Provide research and grant writing assistance for proposed regionally significant infrastructure projects related to such things as rail, flood control, brownfield redevelopment, road, air, utility expansion, and marine access.*
- Provided periodic information to the membership on available grant opportunities.
  - Facilitated letters of support for key regional freight mobility projects.

### C. Community and Regional Development

1) *Develop and provide data, analysis, and forecasting to assist local agencies in addressing economic development issues.*

- Provided information through Business Analyst and other resources to several entities in efforts to move projects forward. Information about building permit data, general demographics, top employers in the region, and industry trends are shared with our membership as requested.

2) *Provide a forum on resilience in cooperation with transportation and other partners to increase awareness of items potentially including Climate change event, flooding, tourism to boost the economy manufacturing and transportation in the region. Forums could also include topics like, enhancing the quality of place and promoting active living initiatives in support of economic development.*

- Held initial discussions with a variety of partners on possible content for an event to expand awareness on several resiliency issues with member entities.
- The CWCOG held an event about resilience titled Building Resilience in Southwest Washington: Perspectives from the Local to Regional Level. This event had attendees representing a cadre of stakeholders which included area ports, cities, state senators, state department representatives from both the WA Emergency Management Division and Department of Commerce, local government, emergency managers, community service agencies such as Lower Columbia Community Action Program and workforce development agencies such as Workforce Southwest Washington, Chambers of Commerce, Departments of Health and Human Services, port representatives, commissioners from Ports, and Counties, among others.
- Met with the Washington State Department of Aviation to discuss the role of airports in the case of a major emergency in the region. Participated in the National Academy of Sciences Spirit Lake project meetings to gather information on hazard mitigation issues relating to the effort. Met with Southwest Washington Airport Manager to discuss projects and include development plans into the CEDS project list.
- Monitored a number of regional issues relating to flooding and landslides and their impact on local communities.

3) *Organize and conduct at least two regional trainings for economic development partners located within the district.*

- Held two events on Healthy Communities by Design. One for planners and community leaders while the second was directed at the general public. The meetings unveiled a new toolkit for communities to use in development efforts to promote a more health community. The discussions included tools to engage the community in efforts to design better plans, policies, and regulations.
- Held two events on Quality of Place/Walkability with Dan Burden, Blue Zones which is a consulting firm dedicated to creating healthier communities. Burden conducted walkability audits in the region with community members and community leaders. These events were

conducted in partnership with Pathways 2020, a local community health initiative that encourages a collaborative environment for a wide variety of community organizations.

4) *Participate in trainings and other activities of the Washington Economic Development Association, the National Association of Development Organizations, and other groups in order to keep pace with industry trends and methods.*

- Staff and partners contributing in-kind funding provided support for key projects including participation in Health Impact Assessment committee meetings for a major \$800 million economic development project.
- Partner agencies participated in a variety of training and information sessions on Economic Development issues in order to enhance local responsiveness and efforts.
- Participated in the Washington Economic Development Association legislative agenda development.
- Participated in regional efforts to promote community development activities under the 40 for 2020 leadership coordination effort. An event, 40 for 2020 leadership and subgroups reported out on the activities implemented over the past year to move the goals of the group forward.
- Staff attended the Washington Economic Development Association winter conference in Olympia in late March.
- Participated in the following webinars and training opportunities:
  - Community Connectivity Initiative webinars
  - Rural Pathways to Prosperity – Workforce
  - Bridges Out of Poverty community training
  - Tribal Transportation Planning/ Tribal Relations training
  - Placemaking is Economic Development
  - Walking and Walkability for Rural Communities
  - Building Resilience in Rural and Small Communities
  - Freight Webinar on Regional Models of Cooperation
  - Local Food Local Places webinar
  - Association of Washington Cities Regional Meeting
  - Freight Webinar Freight Plans and Freight Advisory Committees

5) *Explore and offer additional training on the Census program as demand requires.*

- Shared important information to key regional partners on the census program through a weekly email newsletter.
- Staff conducted outreach to U.S. Census Bureau Data Dissemination Specialists and are organizing trainings to expand capacity at the local level for grant writers. Planning work was done under this contract in support of a Census training schedule beginning in August 2017. This training will provide agency partners with an opportunity to gain knowledge and grow skills for crafting stronger grant proposals through the use of the U.S. Census Bureau website.

6) *Through the CEDS strategy committee engage in efforts to identify performance measures, projects, and other elements such as the SWOT of the CEDS to enhance the region.*

- Partners continue to move a wide variety of economic development support projects forward including speculative buildings and infrastructure to support job development.
- Efforts are underway to explore the redevelopment of old waste water facilities in two communities and other projects with job potential upon completion.
- On-going work with the 2020 community group to discuss progress of the eight initiatives: (1) Quality of Life, (2) Public Health and Safety, (3) Education, (4) Child Wellness, (5) Transportation, (6) Housing for Economic Development, (7) Entrepreneurship, and (8) Economic Development and the Ports.
- During the initial CEDS meeting, a SWOT activity was conducted focusing on gaps in current services provided by EDD partners. Other information obtained at this meeting includes priorities as they relate to resilience, and economic development programmatic initiatives that the CWCOG and SWEDD can implement to move the region forward and strengthen economic development within the region. Results were sent to the CEDS Committee and SWEDD Board for review and commentary. The SWOT results are provided in the 2017 CEDS Update. And were used in part to develop the 2017-18 scope of work for ongoing efforts.
- Efforts continued to seek funding and complete the projects listed in the CEDS update. Funding notices were sent to agency partners in an attempt to disseminate information about potential funding sources available to move projects forward. These funding sources included private foundation, nonprofit, state, and federal opportunities.
- Partners moved a number of the key CEDS projects forward in anticipation of the ending grant period. Permitting for the NW Innovations project have passed the local level and are now awaiting permits from state and federal agencies such as the Department of Ecology. Other projects that gained traction over the period include the Port of Woodland receiving a CERB grant for \$50,000. The CWCOG was successful in getting a part of the SR 432 corridor designated as a critical urban freight corridor by the Federal Highway Administration.

7) *Conduct the CEDS update in accordance with the CEDS performance guidelines.*

The CEDS update was completed and submitted before the end of the reporting period. The outlined performance measures and goals outlined in the 2015 CEDS Annual Update and Performance Report were utilized as the guide to plan the activities that were implemented. The CEDS 2017 Annual Update Performance Report outlines progress from 2015 to 2017.

8) *Participate in developing the membership base of the SWEDD.*

- The SWEDD Board approved new Operational Procedures and a member investment schedule to be incorporated into a Membership Investment Policy in order to continue moving the district organizational structure forward.
- During 2016-17, outreach was conducted throughout the region in order to identify new partners for inclusion into the SWEDD membership base. These outreach efforts resulted in the inclusion of at least two new school districts and two alternative modes of transportation from public transportation to aviation. Limited outreach to the private sector

was also completed. As the region reorganizes the District, additional outreach will be conducted to build additional support.

9) *Provide everyday administration related to SWEDD activities related to financial matters, record keeping, coordination of meetings, and required reporting.*

- Staff continued to provide program and financial administration, as well as, overall coordination of efforts.
- A call for projects process was also conducted for the 2017-18 CEDS Update, among other CEDS project development and program support activities. Project updates were requested for all projects listed in the 2016 CEDS Update Project List. Both updates to existing and new projects are included in the 2017 CEDS Update Project List. Two CEDS Committee meetings were held as well as the quarterly SWEDD Board meetings. The Year-End Progress Report, the CEDS Update, and GPRA reporting forms are all completed as required by the Special Award Condition in Attachment C of the financial award document received by CWCOG from the EDA.
- The Board approved operational procedures to guide the organizations efforts. The procedures will be updated in 2017-18 to reflect additional organizational changes.
- Cowlitz and Wahkiakum counties executed a new agreement to facilitate the boundary modification application submitted to the EDA.