

STATE FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM

July 1, 2019 to June 30, 2020

Longview-Kelso-Rainier Metropolitan Planning Organization
Southwest Washington Regional Transportation Planning Organization



Cowlitz-Wahkiakum
Council of Governments

TRANSPORTATION

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Cowlitz-Wahkiakum Council of Governments Metropolitan and Regional Transportation Planning Organization Member Jurisdictions and Agencies

Regional Planning Agencies

Cowlitz-Wahkiakum Council of Governments (CWCOG)
Grays Harbor Council of Governments (GHCOG)
Pacific Council of Governments (PCOG)
Lewis County Transportation Strategy Council (LCTSC)

State Departments of Transportation

Washington State Department of Transportation Olympic,
South Central, and Southwest Regions
Oregon Department of Transportation Region 2

US Department of Transportation

Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

Counties

Cowlitz County	Pacific County
Grays Harbor County	Wahkiakum County
Lewis County	

Port Districts

Port of Centralia	Port of Longview
Port of Chehalis	Port of Peninsula
Port of Chinook	Port of Willapa Harbor
Port of Grays Harbor	Port of Woodland
Port of Ilwaco	Wahkiakum Port District 1
Port of Kalama	Wahkiakum Port District 2

Transit Authorities

Cowlitz Transit Authority
Grays Harbor Transit Authority
Twin Transit Authority
Pacific Transit System

Tribal Governments

Chinook Nation
Confederated Tribes of the Chehalis Reservation
Cowlitz Indian Tribe
Quinault Indian Nation
Shoalwater Bay Tribe

Cities and Towns

Aberdeen	Kelso	Pe Ell
Castle Rock	Long Beach	Rainier, OR
Cathlamet	Longview	Raymond
Centralia	McCleary	South Bend
Chehalis	Montesano	Toledo
Cosmopolis	Morton	Vader
Elma	Mossyrock	Westport
Hoquiam	Napavine	Winlock
Ilwaco	Oakville	Woodland
Kalama	Ocean Shores	

MPO Technical Advisory Committee Members

Todd Wood, Transit Director, CC Rider
Dave Vorse, Public Works Director, City of Castle Rock
Jeff Cameron, Public Works Director, City of Longview
Adam Trimble, Interim Planning Manager, City of Longview
Adam Smee, City Administrator, City of Kalama
Kelly Rasmussen, Public Works Director, City of Kalama
Michael Kardas, Community Development Director/City
Engineer, City of Kelso
Paul Klope, Senior Engineer, City of Kelso
Sarah Blodgett, Planning Clerk, City of Rainier, OR
Tracy Coleman, Public Works Director, City of Woodland
Travis Goddard, Community Development Director, City of
Woodland
Nick Fazio, Associate Long Range Planner, Cowlitz County
Susan Eugenis, County Engineer, Cowlitz County
Roger Maurer, Project Engineer, Cowlitz County
Chris Andrews, Project Engineer, Cowlitz County
Kim Stube, Transportation Planner, Cowlitz Indian Tribe
Colleen Kuhn, Executive Director, Human Services Council
Paul Youmans, Pathways 2020
Eric Yakovich, Economic Development Manager, Port of
Kalama
Lisa Hendriksen, Director of Planning and Environmental
Services, Port of Longview
Jennifer Keene, Executive Director, Port of Woodland
Amy Asher, Transit Manager, River Cities Transit
Chris Paolini, Airport Manager, Southwest Washington
Regional Airport
Michael Williams, Local Programs Engineer, WSDOT-SW
Judith Perez, Multimodal Development Manager, WSDOT-SW
Rick Keniston, Traffic Engineer, WSDOT-SW
Joanna Lowrey, Area Engineer, WSDOT Kelso Office
Kenneth Shonkwiler, Senior Region Planner, ODOT

Cowlitz-Wahkiakum Council of Governments Staff

Bill Fashing, Executive Director
Anisa Kisamore, Business Administrator
Robert Stevens, Transportation Planner
Ken Pearrow, Transportation Planner
Matt Roth, Community Development Planner

Regional Planning Agencies Staff

Vicki Cummings, Executive Director, GHCOG
Zana Dennis, Planner/Office Coordinator, GHCOG
Michael Kroll, Transportation Planner,
Lewis County Public Works

Title VI

CWCOG ensures all compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provisions of benefits and services results in from its federally assisted programs and activities. For questions regarding CWCOG's Title VI Program, you may contact the Department's Title VI Coordinator at 360-577-3041.

Funding Partners

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



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(Insert CWCOG Board of Directors Resolution Here After Adoption)

Introduction

Background and UPWP Purpose

The Unified Planning Work Program (UPWP) outlines the transportation studies and tasks of the Longview-Kelso-Rainier Metropolitan Planning Organization (MPO) and the five-county Southwest Washington Regional Transportation Planning Organization (RTPO) for the upcoming state fiscal year (July 1, 2019 to June 30, 2020). Staff of the Cowlitz-Wahkiakum Council of Governments (CWCOG), in conjunction with planning partners at Grays Harbor Council of Governments (GHCOG) and Lewis County Public Works (LCPW), performs work tasks unless indicated. The UPWP outlines transportation planning work tasks for the next fiscal year by providing the following details for each: 1) Who will perform the work, 2) The schedule for completing it, and 3) Deliverables. The work tasks are grouped into one of four work elements and a proposed budget is provided with a breakdown at the work element level. This level of detail in the budget is a change from previous years in order to better align with how financial performance is reported in the UPWP Annual Report. Work tasks listed in the document are based on the priorities set by the region through the Regional Transportation Plan (RTP), by guidelines established under federal transportation regulations [23 USC 134](#), and Washington State requirements in [RCW 47.80](#) and [WAC 468-86](#). This UPWP was adopted by the CWCOG Board of Directors (see resolution on the preceding page). Prior to adoption, the UPWP was available for a 15-day public comment period in accordance with the adopted [Public Participation Plan](#).

The Cowlitz-Wahkiakum Council of Governments (CWCOG) is the agency responsible for compiling the UPWP. The CWCOG is a bi-state MPO, comprised of the urbanized area of Longview and Kelso, Washington and (crossing over the Columbia River) Rainier, Oregon. The urbanized area, originally designated as an MPO in 1982 by federal and state governments, covers an area of over 65,796 people (see Figure 1). The MPO activities are guided by the CWCOG Board of Directors, comprised of member agencies. The Cowlitz Area Technical Advisory Committee (TAC) accomplishes much of the technical groundwork prior to CWCOG Board consideration.

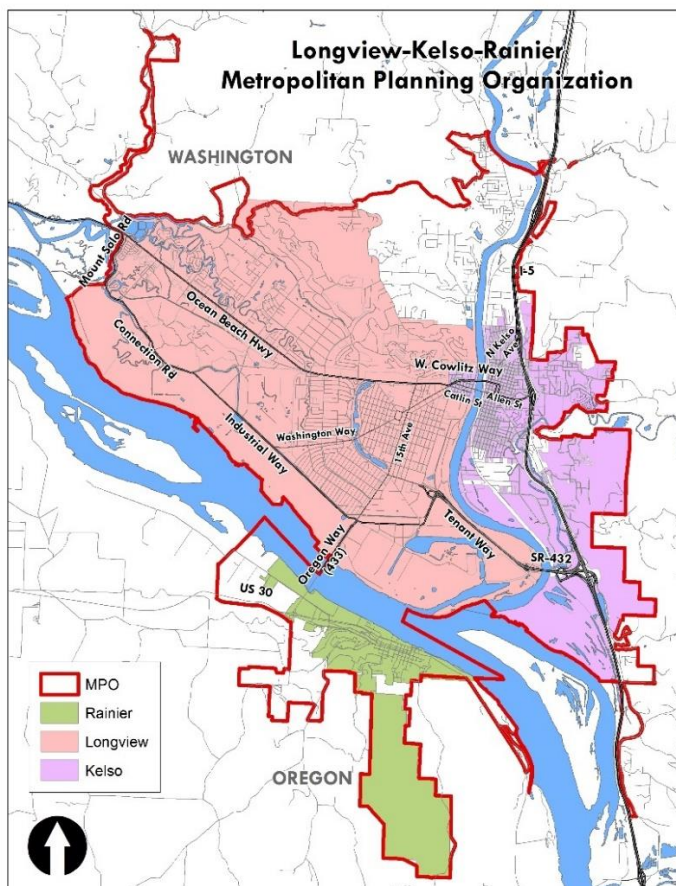


Figure 1: Longview-Kelso-Rainier MPO Planning Area

The CWCOG is also the lead agency for the five-county Southwest Washington Regional Transportation Planning Organization (see Figure 2). The five counties include Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum. One of the purposes of a Regional Transportation Planning Organization (RTPO) is to see that provisions of the Washington State Growth Management Act ([RCW 47.80.23](#)), as further defined under Washington Administrative Code (WAC) Section [468-86](#), are met. Lewis and Pacific Counties are required to fully plan under the Growth Management Act.

The RTPO performs tasks similar to the MPO. CWCOG staff provides technical assistance and works closely with the communities, ports, transit agencies, and tribes in the five counties. Agencies within our RTPO were on the first pages of this UPWP (see Pages i and ii).



Figure 2: Southwest Washington RTPO Planning Area

The planning and programming efforts of the MPO and RTPO are interconnected in planning tasks fulfilling federal and state transportation planning requirements. Metropolitan transportation planning requirements must be fulfilled in order for transportation projects to be eligible for federal funding. The UPWP is the tool used to direct these continuous, cooperative, and comprehensive planning efforts. The UPWP provides the CWCOG with guidance in performing transportation-related tasks necessary to meet MPO and RTPO planning requirements.

CWCOG’s MPO and RTPO Structure

As the Longview-Kelso-Rainier MPO and the lead agency for the RTPO, the CWCOG administers and staffs the MPO and RTPO transportation programs. CWCOG transportation planners are responsible for carrying out most of the regional transportation planning activities. The CWCOG has contract agreements with the GHCOG and LCPW to provide planning assistance in the RTPO region. Each receives a portion of RTPO planning funds to assist the CWCOG in the development of the RTP, provide local coordination with partners, assist communities with the development of the Regional Transportation Improvement Program (RTIP), and serve as local RTPO representatives on major regional transportation projects.

CWCOG’s transportation planning staff receives policy direction from the RTPO and the CWCOG boards. The RTPO board provides policy direction for the five-county region. The CWCOG board is the MPO policy board. In addition, staff receives input and direction from the technical advisory committees and policy boards in each of the counties. Table 1 lists organizations helping to guide transportation planning activities for the MPO and/or RTPO areas.

County	Policy	Technical Advisory Committee
Cowlitz	CWCOG Board (MPO Board)	Cowlitz Area TAC (MPO & RTPO)
Grays Harbor	GHCOG Board	Grays Harbor TAC
Lewis	Lewis County Transportation Strategy Council	Lewis County TAC
Pacific	Pacific Council of Governments (PCOG)	Pacific TAC
Wahkiakum	Wahkiakum County Board of Commissioners	Wahkiakum TAC

Table 1: Policy Boards and Technical Advisory Committees

Federal, State, and Regional Planning Priorities

Federal Planning Priorities

As stated in the Code of Federal Regulations ([23 CFR 450.306](#)), the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and shall provide for consideration and implementation of projects, strategies, and services that will address the following federal metropolitan planning factors aimed at programs that:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, promote consistency between transportation improvements, and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Washington State Planning Priorities

There are six transportation system policy goals established by the Washington State Legislature in [RCW 47.04.280](#), which should be supported by public investments in transportation. These policy goals are as follows.

1. **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
2. **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
3. **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
4. **Mobility:** To improve the predictable movement of goods and people throughout Washington State, including congestion relief and improved freight mobility.
5. **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
6. **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Oregon State Planning Priorities

In Oregon, planning priorities for transportation originate from Statewide Planning Goal 12 as outlined in Oregon Administrative Rules (OAR) [660-012](#). Goal 12 is referred to as the Transportation Planning Rule that is meant to ensure coordination between transportation and land use planning. The Transportation Planning Rule helps coordinate transportation planning with land use planning to:

1. Promote the development of transportation systems adequate to serve statewide, regional, and local transportation needs and the mobility needs of the transportation disadvantaged;
2. Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling, and transit in order to avoid principle reliance upon any one mode of transportation;
3. Provide for safe and convenient vehicular, transit, pedestrian, and bicycle access and circulation;
4. Facilitate the safe, efficient, and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail, and marine transportation;
5. Protect existing and planned transportation facilities, corridors, and sites for their identified functions;
6. Provide for the construction and implementation of transportation facilities, improvements, and services necessary to support acknowledged comprehensive plans;
7. Identify how transportation facilities are provided on rural lands consistent with the goals;
8. Ensure coordination among affected local governments and transportation service providers and consistency between state, regional, and local transportation plans; and
9. Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities.

MPO and RTPO Regional Transportation Planning Priorities

The Longview-Kelso-Rainier MPO and the Southwest Washington RTPO planning priorities encompass the federal, Washington, and Oregon direction as outlined above. Our regional policies and strategies, established in the RTP, help ensure future transportation investments in our region meet the federal and applicable state planning priorities.

- Goal 1: Promote and support a transportation system that strengthens the region's economic competitiveness.
- Goal 2: Preserve and enhance the region's existing transportation infrastructure and facilities.
- Goal 3: Develop an integrated non-motorized transportation system.
- Goal 4: Maintain, modernize, and enhance a sustainable and comprehensive public transportation system.
- Goal 5: Maintain and enhance a regional transportation system that is safe and accessible for multiple travel modes.

2020 Emphasis Areas

Most of the geographic area served by the MPO and RTP/O transportation programs are within the State of Washington. As such, the primary agency providing UPWP development guidance is the Washington State Department of Transportation (WSDOT). ODOT provides the CWCOG with UPWP protocols and a review checklist for informational purposes. The guidance provided by WSDOT includes federal guidelines from FHWA and FTA that also apply within Oregon.

Federal Emphasis Areas

The joint guidance from WSDOT, FHWA, and FTA on priority work program emphasis areas dated December 2018 includes three (3) federal emphasis areas for FY 2020 as follows.

1. MAP-21 and FAST Act Implementation (Transportation Performance Management)

WSDOT and MPOs have been involved in a robust collaboration process to work towards setting state and MPO targets for performance measures first required under MAP-21. WSDOT will continue to work with MPOs in this same collaboration process to provide information as final rules are released as part of the MAP-21 target setting process.

CWCOG has passed resolutions adopting and supporting the state targets for safety, bridge, pavement, system performance, and freight. In addition, CWCOG has adopted MPO targets for transit asset management. CWCOG will remain engaged in the collaboration process with WSDOT to adopt updated, or new, performance targets when required.

2. Models of Regional Planning Cooperation

Promoting cooperation and coordination across MPO and state boundaries, where appropriate, ensures a regional approach to transportation planning. This includes the coordination of transportation plans and programs, corridor studies, and projects across these boundaries. This also includes collaboration among state DOTs, MPOs, and operators of public transportation for data collection, data storage and analysis, analytical tools, and performance-based planning, for example.

CWCOG, as the bi-state Longview-Kelso-Rainier MPO, will continue work to strengthen regional planning collaboration among local jurisdictions, WSDOT, ODOT, and state land use planning/growth management agencies.

3. Ladders of Opportunity

The transportation planning process, in part, needs to identify transportation connectivity gaps in access to essential services including: housing, employment, health care, schools/education, and recreation. This emphasis area includes MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services. The information is used to identify gaps that preclude access to essential services by the public, including traditionally underserved populations. It is then used to develop solutions to address those gaps.

CWCOG is focused on this emphasis area through ongoing regional coordination meetings on an array of topics in order to enhance connectivity to essential services and engage disadvantaged populations.

Washington State and Federal Emphasis Areas

The same joint guidance dated December 2018 includes three (3) combined state and federal emphasis areas for FY 2020 as follows.

1. Tribal Consultation

MPOs and RTPOs are encouraged to coordinate and invite tribal governments to participate in the development of their regional transportation plans and programs. WSDOT encourages RTPOs to utilize technology, such as webinars, conference calls, and video conferencing, to engage tribal governments in policy board and technical advisory committee meetings.

CWCOG provides agenda packets for RTPO Board meetings to tribal governments in the region and invites them to attend and participate. Outreach to the RTPO Board on regional transportation planning work such as surveys is available to tribes. Tribal governments are also invited to participate in regional coordination meetings such as our public transportation stakeholder group.

2. Interlocal Agreements

An Interlocal Agreement is a legal document establishing MPOs and RTPOs and, in Washington State, are governed by RCW 39.34. Interlocal agreements should be created or updated when:

- No interlocal agreement exists;
- An interlocal agreement cannot be located;
- The interlocal agreement is scheduled to expire;
- There is an organizational structure change within an MPO or its member organizations; and/or
- An MPA boundary changes.

CWCOG will be working to finish the process of updating the interlocal agreement for the RTPO. Some discussions on the process for updating the interlocal agreement have occurred in FY 2019.

3. Statewide Planning Efforts/Action Plan for State Facilities

MPOs and RTPOs are encouraged to participate in statewide planning efforts with respect to the state long-range transportation plan and numerous modal plans.

The CWCOG continues to stay informed about updates to Washington State modal plans and previously had met with Washington Transportation Commission staff to provide feedback on the planning process for the Washington Transportation Plan, 2040 and Beyond. In the recently adopted 2045 Regional Transportation Plan, CWCOG collaborated with WSDOT to include information on state transportation facilities in the plan. In future planning efforts, CWCOG will collaborate and assist WSDOT in their process to develop State Facility Action Plans for each region of the state to ensure the needs of the Longview-Kelso-Rainier MPO and Southwest Washington RTPO are understood and incorporated. As funding allows, CWCOG tries to follow statewide planning efforts in Oregon. Lastly, CWCOG staff has been involved in the Statewide/Regional Planning Alignment Work Group (PAWG) in Washington.

UPWP Amendment Process

Amendments to the UPWP are required for a change or addition to the work program as well as a budget revision due to work program changes. When CWCOG determines a need to reprioritize work, address funding changes, or address new issues, WSDOT Tribal and Regional Coordination Office (TRCO) and ODOT, if necessary, will be consulted. Amendments will be given to the CWCOG (MPO Policy) Board one week prior to a board meeting. All amendments requiring a program change must be approved by the CWCOG Board and processed through WSDOT's TRCO. ODOT is copied on submittals to WSDOT's TRCO. Some amendments require approval by FHWA and FTA after submittal to WSDOT's TRCO.

Key Accomplishments from the 2019 UPWP

Element 1: Transportation Program Administration

- Completed and submitted monthly reports to WSDOT.
- Facilitated bi-monthly or monthly coordination calls with both planning partners (GHCOG, LCPW).
- Self-certification for the Longview-Kelso-Rainier MPO was completed in conjunction with development of the 2019-2022 Regional Transportation Improvement Program.
- A Title VI Annual Report was submitted.
- Participated in a review meeting for the 2020 Unified Planning Work Program (UPWP) with FHWA, FTA, WSDOT, and ODOT. The CWCOG Board adopted the 2020 UPWP as the Longview-Kelso-Rainier MPO and lead agency of the Southwest Washington Regional Transportation Planning Organization.
- Compiled and submitted the 2018 UPWP Annual Report.
- Authored articles for local and regional newsletters.
- Participated in local, regional, statewide, and national conferences with the highlights being: WSDOT's Innovations and Partnerships Conference; Association of Metropolitan Planning Organizations (AMPO) 2018 Annual Conference in San Antonio; National Association of Regional Councils (NARC) Executive Directors Conference; and AMPO's 2019 Planning Tools and Training Symposium in Minneapolis.
- Participated in Title VI and performance-based planning trainings as well as a variety of webinars (many of them were on the subject of connected and autonomous vehicles).

Element 2: Multi-Modal Transportation Planning

- Held, facilitated, and/or attended regular Cowlitz Area Technical Advisory Committee (TAC), CWCOG board (MPO board), RTPO Board, Pacific Council of Governments (PCOG) policy board, Pacific County TAC, Wahkiakum County TAC, Lewis County TAC and Transportation Strategy Council (policy board), GHCOG policy board, Grays Harbor County TAC (as needed), Cowlitz Transit Authority board, regional freight and public transportation stakeholders, and statewide MPO/RTPO/WSDOT Coordination Committee meetings.
- Provided information and/or met with various regional, statewide, or federal agencies and state or federal elected officials.
- Participated in metropolitan, regional, and state planning efforts. Examples of some statewide planning efforts involved in include the following:
 - Statewide/Regional Planning Alignment Work Group (PAWG);
 - MAP-21 target setting;
 - Review of the Washington Transportation Plan, 2040 and Beyond;
 - William D. Ruckelshaus Center Road Map to Washington's Future;
 - Washington Intercity Bus Plan;
 - Washington Statewide Human Services Transportation Plan;
 - Northwest Oregon Area Commission of Transportation.
- Coordinated with local bicycle, pedestrian, public transportation, freight transportation, and other stakeholders in the development of a variety of projects at the MPO and RTPO level. Examples of projects includes the Industrial Way/Oregon Way (SR 432/433), Six Rivers Bike Trail (in Cowlitz County), Columbia/Cowlitz Rails-to-Trails (in Cowlitz County), East Aberdeen Mobility, US 12/Heron Street Bridge Replacement (in Grays Harbor County), Possible Passenger Ferry between Ocean Shores and Westport, and the North Lewis County Industrial Access projects.
- Reviewed and assisted with grant applications upon request and provided letters of support to local agencies for projects consistent with the RTP.
- Participated in several state planning processes including RTP funding formula review and long-range strategy development.

- Consultation and technical support provided to various local agencies on issues related to the RTIP/STIP and STBGP/TA obligations as well as data collection and analysis for specific projects or developments.
- Developed the planning process for completion of an Electric Vehicle (EV) Readiness and Autonomous Vehicle (AV) Plan. Stakeholder involvement activities included identification of where priority, publicly-accessible charging facilities across the five-county RTPo should be located as well as discussion of needs and strategies for implementation. Further the public was invited to participate in an online survey on basic EV use and feelings on AVs. An online map survey to solicit public feedback on priority, publicly-accessible charging facilities will be underway around the end of the 2019 UPWP year.
- Adopted the 2045 Regional Transportation Plan and the 2018 Update to the Coordinated Public Transit-Human Services Transportation Plan in December 2018.
- Worked with transit agencies to establish Transit Asset Management performance targets for the MPO.
- Worked with WSDOT and ODOT to agree to plan and program projects towards meeting statewide performance targets for Pavement and Bridge (PM2) as well as Highway System Performance and Freight (PM3).
- Worked with WSDOT and ODOT to agree to plan and program projects towards meeting statewide performance targets for safety (PM1).
- Collaborated with FHWA consultants and regional stakeholders to develop a regional ITS architecture in RAD-IT for the MPO.
- Researched the use of *Streetlight* data for an Origin-Destination study of the SR 433/Lewis & Clark Bridge.
- Completed a regional ranking process for the Consolidated Grant program and submitted a list of 'A', 'B', and 'C' projects to the WSDOT Public Transportation Division.
- Conducted, and shared the results of, an Accessible Transportation User Survey and a Public Transportation Agency ITS Survey.
- Participated in the Accessible Transportation Coalition Initiative (ATCI) through meetings and other events.

Element 3: Transportation Data Development

- Developed maps for the 2045 Regional Transportation including map series showing: 1) Locations of funded, planned, and unfunded transportation improvements included in the plan; 2) Environmental constraints that may impact said transportation improvements; and 3) A bicycle and pedestrian accessibility analysis.
- Maintained the RTIP Web Map in ArcGIS Online so that the map now includes the 2018-2021 RTIP as amended and the 2019-2022 RTIP as amended through June 2019.
- Creation of a Bike Facilities GIS data model.
- Developed a GIS layer for publicly-accessible electric vehicle charging infrastructure showing existing features included in the 2045 RTP and potential features identified during the Electric Vehicle Readiness and Autonomous Vehicle Plan.
- Updated fixed route GIS layer for SWRTPO region.
- Downloaded updated LiDAR data for the MPO area.
- Organized the Cowlitz GIS Steering Committee meetings.
- Took the lead on acquiring low-cost aerial imagery from WaTech for Cowlitz County agencies.
- Acquired/updated GIS layers from local, state, and federal agencies as needed.
- Published a web map for the Six Rivers Trail project that can be viewed on mobile devices or desktop/laptop computers.
- Downloaded crash data for the SWRTPO region.
- Produced maps for local agencies in the MPO and/or RTPo as needed.
- Grays Harbor Council of Governments completed traffic counts, designated Traffic Analysis Zones (TAZ), and continued work to develop a travel demand model for Grays Harbor County.
- Provided assistance to local agencies and consultants with MPO travel demand model data requests.

Element 4: Project Programming and Prioritization

- Adopted 2019-2022 Regional Transportation Improvement Program (RTIP).
- Managed the 2018-2021 (July-October 2018) and 2019-2022 (January-June 2019) RTIPs through formal amendments and administrative modifications.
- Published an Obligation and Closure Report (also known as the Annual Listing of Obligated Projects) for Cowlitz County in March 2019.
- Distributed Highway Infrastructure Program (HIP) funding made available by Congress through the Omnibus bill in March 2018 through a call for projects.
- Managed the Surface Transportation Block Grant Program (STBGP) for Cowlitz County and Rainier, Oregon area, as well as the STBGP Set Aside (also known as Transportation Alternatives [TA]) for all five-counties in the RTPO.
- Re-distributed TA awards returned by two agencies to other existing projects already awarded TA funds in September 2018.
- Completed a TA call for projects in February 2019 resulting in awards to the City of Castle Rock and Grays Harbor County totaling almost \$400,000.
- Completed an STBGP special call for projects in February 2019 to redistribute an award returned by a local agency; this resulted in awards to the City of Castle Rock and Cowlitz County totaling about \$890,000.
- Started an STBGP regular call for projects before the end of the 2019 UPWP planning period.
- Completed an annual reporting process for projects with approved STBGP or TA funding for the second year. These annual reports are important to help better track progress towards meeting obligation authority targets.

2020 Work Elements and Tasks

Element 1: Transportation Program Administration

Program administration is a core function with the purpose of providing the administrative support required to manage and coordinate the overall MPO and RTPPO transportation planning programs which includes state and federal planning requirements.

1.1 MPO/RTPPO Program Management and Support

General management of the MPO and RTPPO programs, CWCOG office, transportation program staff, and contracted services.

Responsibilities/Timelines

1. CWCOG staff to manage and deliver the MPO program. *Ongoing*
2. CWCOG staff is responsible for the overall management of the RTPPO program and day-to-day delivery in Cowlitz, Pacific, and Wahkiakum Counties. Planning partners (GHCOG and LCPW) deliver the program in Grays Harbor and Lewis Counties, respectively. *Ongoing*

Deliverables

1. 2019-2020 budgets for the MPO and RTPPO.
2. Contracts and work agreements for services, projects, and funding for transportation programs with state and local agencies for MPO and RTPPO tasks.
3. Transportation page on CWCOG website maintenance.
4. Transportation articles in CWCOG and Chamber of Commerce newsletters.
5. Computer hardware and software for transportation program.
6. Monthly billing and accounting summaries.

1.2 Coordination and Consultation with Regional, Statewide, Federal, and Indian Nation Partners

This task includes activities conducted by CWCOG staff and planning partners (GHCOG and LCPW) to engage with regional, state, federal, and Indian Nation partners in the development and implementation of the transportation program for the MPO and RTPPO. In SFY 2020, this task will also involve work related to Census 2020 education and outreach.

This task does not include lobbying. However, if any lobbying activities were to occur outside of those eligible activities conducted as a part of regular activities as described in Title 23, Title 49, and in RCW 42.17A.635, then CWCOG would file a certification and disclosure form as required by federal and state law. Ongoing work includes communication with legislators and other elected officials in the five-county RTPPO planning area to provide education on regional transportation planning requirements and ongoing planning work.

Responsibilities/Timelines

1. CWCOG staff, with assistance from planning partners (GHCOG and LCPW), is to participate in statewide and regional transportation planning coordination efforts between CWCOG, cities, counties, and state and federal agencies. *Ongoing*
2. CWCOG staff to attend quarterly statewide MPO/RTPPO/WSDOT Coordinating Committee meetings and collaborates with WSDOT and ODOT in the development of statewide plans. *Ongoing*
3. CWCOG staff to attend public hearings and local council meetings in Cowlitz, Wahkiakum, and Pacific Counties. Planning partners (GHCOG and LCPW) attend hearings and meetings in their counties. *Ongoing*

4. CWCOG staff, with the assistance of planning partners (GHCOG and LCPW), to reach out and engage with tribal planning partners in MPO and RTPO planning tasks (i.e. RTP, RTIP, CPT-HSTP, etc.). Tribal outreach efforts will be documented by CWCOG staff. *Ongoing*
5. CWCOG staff, with the assistance of planning partners (GHCOG and LCPW), to participate as appropriate in tribal planning and implementation processes, seek participation by and input from tribes for special planning projects, work with tribal partners on projects and studies as requested, assist with rural and special needs transportation efforts for elders and youth, attend tribal transportation meetings, share grant opportunities, learn about individual tribal planning and transportation processes, and seek feedback on how we can better serve our tribal transportation partners. *Ongoing*
6. CWCOG staff to facilitate a Census Complete Count Committee in Cowlitz and Wahkiakum Counties as well as participate in other Census 2020 programs such as the Participant Statistical Areas Program (PSAP). *Summer/Fall 2019, Winter/Spring 2020*

Deliverables

1. Materials and presentations to provide MPO and RTPO perspective in local and statewide efforts.
2. Meeting attendance and participation.
3. Outreach to Indian Nations regarding planning tasks and projects.
4. Agenda packets for Census Complete Count Committee meetings.

1.3 Governance

The governance element is about periodically reviewing and updating foundational documents: Interlocal Agreements and Bylaws for the MPO and RTPO programs. CWCOG staff has engaged with RTPO member jurisdictions, as needed, in previous UPWP planning periods on the need and process for updating the Interlocal Agreement. Through discussions as part of developing a 'Board Responsibilities Matrix' for the RTPO in 2019, the RTPO Board of Directors has determined the likely process for the Interlocal Agreement update process will involve representatives of voting members of the RTPO making decisions at future RTPO Board meetings on behalf of their agency. This process will be instead of CWCOG staff visiting governing body meetings of all voting member agencies in the RTPO to present an updated Interlocal Agreement and receive approval.

Responsibilities/Timelines

1. CWCOG staff to work with legal counsel to review and update the Interlocal Agreement for the RTPO and solicit to all member agencies for comment. *By Winter 2020*
2. RTPO Board to review, discuss, revise, and decide on an updated Interlocal Agreement. *By June 2020*

Deliverable

1. Updated RTPO Interlocal Agreement

1.4 Title VI Plan and Annual Report

The plan explains how CWCOG staff will ensure that no person is excluded from participation in the MPO and RTPO programs because of race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964.

Responsibilities/Timelines

1. The CWCOG Title VI Coordinator to monitor and review the CWCOG Title VI Plan responsibilities and submit an annual report to WSDOT. *May 2020*
2. CWCOG staff to work to ensure compliance with the Title VI Plan in tasks outlined in this work program and provide documentation of compliance for the annual report to the CWCOG Title VI Coordinator. *Ongoing*

Deliverables

1. Title VI Annual Report submitted to WSDOT's Office of Equal Opportunity (OEO).
2. Continue to provide staff training resources on Title VI in collaboration with WSDOT's OEO.

1.5 WSDOT/MPO Self-Certification Process

The CWCOG, as the Longview-Kelso-Rainier MPO, is responsible for completing a self-certification process on an annual basis. This self-certification process addresses: 1) Designation documents for the MPO; 2) 314 Agreement; and 3) Adoption process for the UPWP, RTIP, RTP, Public Participation Plan (PPP), and Title VI Plan. The self-certification process is documented with a fully executed self-certification short form and it is included as part of the RTIP.

Responsibility/Timeline

1. CWCOG staff to prepare the self-certification short form document for the MPO and ensure that documentation of all federal requirements is current. *October 2019*

Deliverable

1. Fully executed self-certification short form included in the 2020-2023 RTIP.

1.6 Unified Planning Work Program and Annual Performance and Expenditure Report

The Unified Planning Work Program (UPWP) is developed in collaboration with WSDOT, ODOT, Cowlitz Transit Authority, and planning partners (GHCOG and LCPW). The UPWP provides detailed descriptions of work elements/tasks planned to be completed over the next state fiscal year (July 1st through June 30th). A UPWP Annual Report is developed to describe performance in completing UPWP work elements/tasks as well as provide a comparison of actual versus budgeted expenditures. The UPWP Annual Report is due by September 30th.

Responsibilities/Timelines

1. CWCOG staff to develop an annual report to summarize the previous state fiscal year. *September 2019*
2. CWCOG staff with assistance from member agencies, planning partners (GHCOG and LCPW), Cowlitz Transit Authority, WSDOT, ODOT, FHWA, and FTA to identify major work elements/tasks to be proposed for the next state fiscal year, who will be responsible for the work, deliverables, and an outline of proposed funding sources to be used to complete the work. *Winter/Spring 2020*

Deliverables

1. The 2019 UPWP Annual Report will be submitted in September 2019.
2. The 2021 UPWP document to be delivered to WSDOT, ODOT, FHWA, and FTA following adoption by the CWCOG Board of Directors in May 2020.
3. Publication of public notices in regional news outlets and on the CWCOG website for the 15-day comment period in accordance with the Public Participation Plan.

1.7 Professional Development and Training

This task includes participation in conferences, trainings, workshops, or webinars related to MPO and RTPO work elements. The events vary from year-to-year and are available locally, regionally, or nationally.

Responsibility/Timeline

1. CWCOG staff to attend and participate in conferences, trainings, workshops, and webinars. *Ongoing*

Deliverables

1. Participation in travel demand modeling, transportation improvement programs, performance management, bicycle and pedestrian planning, freight and public transportation planning, GIS, and any other trainings that maybe available and beneficial to metropolitan and regional transportation planning.
2. Participation in regional and national transportation-related conferences including, but not limited to, the Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC), National Association of Development Organizations (NADO), American Planning Association (APA), or the Washington State Transit Association.
3. Participation in Government-to-Government and Title VI trainings.

Element 2: Multi-Modal Transportation Planning

The purpose of this work element is to meet state and federal transportation planning requirements for a continuous, cooperative, and comprehensive planning process. Tasks described in this element address the federal, state, and regional priorities described earlier in this work program. All six of Washington State's transportation planning priorities of economic vitality, preservation, safety, mobility, environment, and stewardship are included throughout the development of this element and through outcomes associated with this element.

2.1 Coordination with MPO/RTPO Jurisdictions, WSDOT, ODOT, FTA, and FHWA in State and Regional Planning Activities

Engage in active cooperation and coordination of transportation planning activities between the CWCOG, planning partners (GHCOG and LCPW), local jurisdictions, and other agencies and organizations to ensure a regional approach to transportation planning. Specifically, an open dialogue with freight stakeholders will be maintained on the issue of truck parking in the region.

Responsibilities/Timelines

1. CWCOG staff to attend and/or facilitate MPO Board, RTPO Board, and TAC meetings in Cowlitz, Pacific, and Wahkiakum counties. LCPW and GHCOG attend and facilitate programs in their counties. *Ongoing*
2. CWCOG staff, with support from planning partners (GHCOG and LCPW), and WSDOT South Central, Olympic, and Southwest Regions to coordinate with bicycle, pedestrian, public transportation, roadways, aviation, and freight transportation stakeholders and organizations. *Ongoing*
3. CWCOG staff and planning partners (GHCOG and LCPW) to participate in the following WSDOT planning activities as appropriate during the year: *Ongoing*
 - FAST Act and MAP-21 Performance Measure Target Setting
 - Transportation Efficiency (E.O. 14-04)
 - Active Transportation Plan
 - Rail Systems Plan
 - Corridor Sketches
 - Statewide Travel Demand Model
 - Practical Solutions
 - Planning Alignment Work Group (PAWG)
 - GMA Enhanced Collaboration
 - Statewide Intelligent Transportation System Plan
 - State Facilities Action Plans
4. CWCOG staff to actively participate as a stakeholder in the City of Rainier, Oregon Transportation System Plan update project led by ODOT. *As Needed*

Deliverables

1. Materials for MPO Board, RTPO Board, and TAC meetings across the five-county region, including meeting agendas, minutes, and/or correspondence related to MPO and RTPO transportation tasks.
2. Coordinate with key stakeholders and organizations with deliverables varying, depending on topic or request.
3. Provide coordination and assistance to member jurisdictions to promote transportation efficiency while updating local comprehensive plans under State Executive Order 14-04, Transportation Efficiency.

2.2 Planning Consultation, Services, and Technical Support

The purpose of this task is to provide support to MPO and RTPO member agencies in the development of transportation plans, programs, and other transportation planning efforts in order to integrate them with the RTP.

Responsibilities/Timelines

1. CWCOG staff to participate in local, metropolitan, regional, and state planning efforts at the MPO and RTPO level (Cowlitz, Pacific, and Wahkiakum). *Ongoing*
2. CWCOG staff to engage with Cowlitz County and other partners in the planning process regarding the future use of the Columbia-Cowlitz Railway line in Longview. *Ongoing*
3. CWCOG staff to engage with all partners in the planning and implementation of the Six Rivers Trail, a proposed north-south bike trail through Cowlitz County connecting Lewis County to Clark County. *Ongoing*
4. Planning partners (GHCOG and LCPW) to assist CWCOG staff in coordination of efforts in their counties. *Ongoing*
5. CWCOG staff with support from planning partners (GHCOG and LCPW) to continue to work closely with WSDOT South Central, Olympic, and Southwest Regions to coordinate projects and support local jurisdictions with project information. *Ongoing*
6. Staff to coordinate study of an Interstate 5 parallel route connecting Woodland to NW 319th Street near La Center including a new Lewis River bridge. Coordination would include working with Southwest Washington Regional Transportation Council (RTC) and the Cowlitz Tribe. *Initiate Fall 2019/Winter 2020*

Deliverables

1. Review grant applications as requested and provide letters of support to agencies for projects consistent with the RTP.
2. Input on developments via SEPA process.
3. Assist with data requests for local plans and projects.

2.3 Review of County, City, and Town Comprehensive Plans and Countywide Planning Policies

Ensure that transportation facilities and services of statewide significance (RCW 47.04.140) are included in member jurisdictions' GMA plans, the RTP, and state modal plans, as applicable. One of the state requirements of RTPOs is to certify compliance of city/town comprehensive plan transportation elements and countywide planning policies with the RTP. In SFY 2020, CWCOG will be working to formalize the review and certification process. CWCOG will ensure that the review of local comprehensive plans has a multi-modal perspective.

Responsibilities/Timelines

1. CWCOG staff to work with the RTPO Board to formalize the review and certification process and develop an informational document to help educate local cities, towns, and counties on the process to ensure the RTPO is involved early in the process. *Fall 2019/Winter 2020*
2. CWCOG staff to review individual jurisdictions' draft comprehensive plans' transportation elements as appropriate. Planning partners (GHCOG and LCPW) assist with plans within their counties. *As Needed*
3. CWCOG staff and planning partners to provide technical assistance as jurisdictions begin a comprehensive plan update to ensure consistency with the RTP. *As Needed*
4. CWCOG staff to perform consistency reviews of Lewis and Pacific County jurisdictions' transportation elements of their GMA plans when such plans are due to be updated, including reviewing level of service (LOS) methodologies used by local jurisdictions. LCPW assists with plans within their county. *As Needed*
5. CWCOG staff to perform consistency reviews of Cowlitz, Grays Harbor, and Wahkiakum County jurisdictions' transportation elements when such plans are updated even though these three counties

are partially-planning under GMA. This is done to ensure consistency of local transportation elements with the RTP across the region not just in fully-planning counties under GMA. GHCOG assists with plans within their county. *As Needed*

6. CWCOG staff and planning partners (GHCOG, LCPW) to ensure that transportation facilities and services of statewide significance are included in their member jurisdictions' plans and the RTP. *As Needed*

Deliverables

1. Review comprehensive plans and provide appropriate comments using a standard review checklist form.
2. Present certification reviews to the RTPO Board for ratification via vote (documented in minutes) or resolution.

2.4 Public and Stakeholder Participation, Outreach, and Education

Utilize public outreach venues and identify opportunities for public outreach and involvement in transportation planning activities. In SFY 2020, CWCOG and planning partners will be working to expand the number of venues and opportunities for public outreach to increase education and awareness of the MPO and RTPO programs.

Responsibilities/Timelines

1. CWCOG staff to track and document public comments into related transportation efforts in Cowlitz, Pacific, and Wahkiakum counties. Planning partners (GHCOG and LCPW) to assist CWCOG in performing the same duties in their counties. *Ongoing*
2. CWCOG staff and planning partners (GHCOG and LCPW) to attend public outreach venues (examples include Chamber of Commerce events or Service Organization meetings). *Ongoing*
3. CWCOG staff to explore set-up of social media accounts to broaden the ways to notify the public aside from newspapers and to drive traffic to public notices posted on the CWCOG website. *Ongoing*

Deliverables

1. Public notices for new and updated plans/programs, meetings, and regional planning activities.
2. Outreach efforts to the City of Rainier, Oregon, stakeholders, and ODOT to ensure regional cooperation and collaboration in all transportation processes.
3. Attendance at public meetings and events around the region.

2.5 Regional Transportation Plan Monitoring

The 2045 Regional Transportation Plan (RTP) for the Longview-Kelso-Rainier MPO and the Southwest Washington RTPO was adopted December 2018. The 2045 RTP was developed through a cooperative process of regional stakeholders consisting of two state Departments of Transportation, 29 cities, five counties, five tribal governments, 12 ports, four public transit authorities, and numerous other stakeholders. In the 2045 RTP process, the regional transportation system is reviewed through the use of four emphasis areas: active transportation, freight transportation, public transportation, and roadways. The next update of the RTP is not due until December 2023 per federal rules and a biennial review will be completed per state rules in 2020. In SFY 2020, this task will be for the ongoing monitoring of the RTP.

Responsibilities/Timelines

1. CWCOG staff with support from planning partners (GHCOG and LCPW), WSDOT, ODOT, and member jurisdictions to monitor the RTP for issues that may necessitate an earlier plan update. *As needed*
2. CWCOG staff to track the progress of work that implements long-range strategies. *Ongoing*

Deliverable

1. Spreadsheet that tracks progress of work to implement long-range strategies.

2.6 Coordinated Public Transit - Human Services Transportation Plan Implementation and Quarterly Public Transportation Stakeholders Meetings

A complete update of the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) was adopted by the RTP Board in December 2018. Throughout 2019-2020, CWCOG staff will engage with public transit agencies, tribal transit, public transportation providers such as nonprofits, and other interested stakeholders to identify opportunities that may lead to implementation of some of the regional strategies in the 2018 CPT-HSTP. The stakeholder group will continue to meet a few times each year to coordinate across the region, gather and discuss regional transit issues, and work to try to implement regional strategies.

Responsibilities/Timelines

1. CWCOG staff and planning partners (GHCOG and LCPW) to continue to engage public transportation stakeholders to work to implement some of the 2018 CPT-HSTP regional strategies. *Ongoing*
2. Staff to facilitate public transportation meetings a few times a year with public transportation agencies, non-profits, and stakeholders (including seniors, individuals with disabilities, representatives of public, private, nonprofit transportation, and human services providers). *Ongoing*
3. Staff to continue engagement of stakeholders, the public, and Indian Nations through the Accessible Transportation Community Initiative group that will help with ongoing regional transportation planning. *Ongoing*

Deliverables

1. Coordination of, and participation in, ongoing regional coordination and planning efforts.
2. Agenda packets for public transportation stakeholder meetings.

2.7 Performance Measures

MAP-21 established, and the FAST ACT continued, a requirement for metropolitan planning organizations to set performance targets for various performance measures. To comply with federal requirements, during SFY 2019, the Longview-Kelso-Rainier MPO agreed to plan and program projects to help Washington and Oregon meet their statewide targets for pavement and bridge; highway system performance and freight; and safety performance measures. For transit asset management, the MPO set its own targets in SFY 2019. Safety performance measure targets must be acted on annually and the other ones every four years. Aside from the federal performance management requirements, this task includes publication of a performance scorecard to monitor progress in meeting MPO operational performance measures included in the 2045 RTP.

Responsibilities/Timelines

1. CWCOG staff, in coordination with the Cowlitz Area TAC and CWCOG (MPO) board, to set performance targets for all required performance measures. *Ongoing and As Needed*
2. CWCOG staff to develop an MPO performance scorecard to monitor progress in meeting MPO operation performance measures included in the 2045 RTP. *Winter 2020*

Deliverables

1. Resolutions adopting performance measure targets.
2. Performance scorecards for progress in meeting MPO operational performance measures in Chapter 7 of the 2045 RTP.

2.8 Pedestrian and Bicycle Counters

In SFY 2019, CWCOG staff determined that acquisition of pedestrian and bicycle count data would enhance the understanding of multi-modal travel behavior and inform transportation planning and modeling activities. This task will involve the purchase of temporary pedestrian and bicycle counters. This will allow CWCOG staff to become familiar with the technology and how to capture, store, and publish the data collected. These counters would be owned and maintained by CWCOG. If the use of these temporary counters works well, purchase of permanent ones requiring installation maybe considered in the future

Responsibility/Timeline

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

Deliverable

1. Acquisition of temporary pedestrian and bicycle counters.

2.9 Lewis & Clark Bridge Origin and Destination Study

Based on accelerated traffic congestion on the Oregon side of the Lewis & Clark Bridge, CWCOG and partners are working on an origin and destination study to identify additional information useful to ongoing long-range regional transportation planning regarding traffic flow on and around the Lewis & Clark Bridge. Originally the study would have used cellular data and been completed by a consultant. CWCOG staff have been exploring the functionality of using *Streetlight* data for this study. In SFY 2020, the origin and destination study will be continued, completed, and its results integrated into the regional travel demand model.

Responsibilities/Timelines

1. CWCOG staff to complete an Origin and Destination Study. *Summer/Fall 2019 and Winter 2020*
2. CWCOG staff to work with Transpo Group to incorporate the study results into the Travel Demand Model. *Spring 2020*
3. CWCOG staff, ODOT, WSDOT, City of Rainier, and other affected jurisdictions to review the final study and an updated model to identify possible strategies for improving traffic congestion on and around the Lewis & Clark Bridge. *Spring 2020*

Deliverables

1. Origin and Destination Study for the Lewis & Clark Bridge published on the CWCOG Transportation webpage.
2. Inclusion of study data into the Travel Demand Model.

2.10 Intelligent Transportation System (ITS) Architecture Maintenance

The Regional Longview-Kelso-Rainier MPO Intelligent Transportation System (ITS) Architecture was completed around June 2019. The regional architecture will be an essential tool to facilitate effective interagency coordination needed to successfully deploy and operate ITS facilities. According to the Architecture Maintenance Plan, a review and possible update will be due in Spring 2024 (five years from completion). This task allows for the minor modifications to the architecture as requested.

Responsibility/Timeline

1. CWCOG staff to process modifications to the regional architecture at the request of an ITS project sponsor. *As needed*

Deliverables

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

2.11 Rural Intelligent Transportation System (ITS) Architecture Best Practices Report

Based on the work developed under 2.9, this task will develop a report describing ITS best practices to assist rural communities in understanding all types of transportation technologies that make up an ITS, as well as how to build an ITS architecture for a community, multiple communities, or countywide region. This task is being continued from SFY 2019 in order to finish the MPO Regional ITS Architecture first.

Responsibilities/Timelines

1. CWCOG staff to incorporate the information learned from task 2.9 and an ITS best practices report.
Summer/Fall 2019 and Winter/Spring 2020
2. CWCOG staff with assistance from planning partners (GHCOG and LCPW) to engage local agencies in the RTP to help in the development of the report and to provide education on what an ITS architecture is.
Fall 2019 and Winter/Spring 2020

Deliverable

1. Report documenting ITS best practices for rural communities to use as a user's guide.

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

Registrations for plug-in electric vehicles (battery or plug-in hybrids) have been rising significantly each year in Washington State. In the five counties of the Southwest Washington Regional Transportation Planning Organization (Cowlitz, Grays Harbor, Lewis, Pacific, Wahkiakum) the number of registrations year-over-year is also rising although slower compared with the entire state. The time to plan for future public charging locations is now. This plan will help better understand regional needs as well as brainstorm potential strategies to meet the needs. A major goal of this planning effort is to better prepare the region for future opportunities to construct publicly accessible charging locations. This planning process will address the Goal 1 and Policy 1b of the 2045 Regional Transportation Plan.

Goal 1 of the 2045 RTP states:

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

Policy 1b of the 2045 RTP states:

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

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

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

1. A framework document describing the planning process, timeline, and some background EV data.

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

Responsibilities/Timelines

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

Deliverable

1. Adopt an EV Readiness and Autonomous Vehicle Plan for the RTPPO.

2.13 Local Road Safety Plan

Local Road Safety Plans are required, or strongly encouraged, as part of various grant funding programs. Currently, local MPO agencies create their own analysis every time a grant application is prepared and submitted. Having a metropolitan-wide local road safety plan will help avoid duplication of efforts and ensure the best safety projects are being implemented. The FHWA Systemic Safety Project Selection Tool will be a guide to the development of this safety plan. The local road safety plan was started during SFY 2019 and will be finished in SFY 2020.

Responsibilities/Timelines

1. CWCOG staff and a consultant to develop a local road safety plan for the MPO region. Preparation of the plan will include engagement and feedback from the Cowlitz Area TAC. *Fall 2019/Winter 2020*
2. CWCOG (MPO) Board to be the approval authority to review and adopt a completed plan. *Spring 2020*

Deliverable

1. Adopted Longview-Kelso-Rainier MPO Local Road Safety Plan

Element 3: Transportation Data Development

Element 3 includes the ongoing development and maintenance of transportation data needed to support the metropolitan and regional transportation planning programs. All of the transportation data is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel demand model, and provide resources for stakeholders and the public. Ongoing maintenance of the MPO travel demand model used to estimate and analyze future transportation needs and provide technical support to local jurisdictions is also included in Element 3.

3.1 Data Acquisition, Analysis, and Mapping

This task involves coordination and collaboration with planning partners, member jurisdictions, stakeholders, and others to collect, analyze, and manage transportation data. Spatial data is incorporated into Geographic Information System (GIS) databases. In SFY 2020, how GIS data is organized and accessed to improve usability and data integrity will be strengthened. This organizational process will involve the continual process of cleaning up older files and developing data models to standardize GIS data collection and development. A key goal will be deploying ArcGIS web maps and applications to help with making better data-driven decisions and to provide more education about the regional transportation system.

Responsibilities/Timelines

1. CWCOG staff, with support from planning partners (GHCOG and LCPW) and coordination with WSDOT and ODOT, to collect, maintain, organize, and analyze data to support long-range transportation planning for all five counties and Rainier, Oregon. *Ongoing*
2. CWCOG staff to continue development of standard data models for improved data collection, development, and maintenance of the master copy of GIS databases. *Ongoing*
3. CWCOG staff to collect data (including traffic counts) to support compliance with performance measure target setting requirements of the FAST Act. *Ongoing*
4. CWCOG staff, with assistance from planning partners (GHCOG and LCPW), to maintain GIS data in support of performance measure reporting, analysis, and other needs. *Ongoing*
5. CWCOG staff, with assistance from planning partners (GHCOG and LCPW), to work to expand and refine GIS capabilities, visualization, and related analysis tools. GIS will be used to track changes and trends in population, employment, land use, and other transportation-related indicators. *As needed.*
6. Staff to facilitate data collection and transfer among public transportation providers. *Ongoing*

Deliverables

1. Thematic maps for transportation and land use planning.
2. Maintenance of RTIP Online Map in ArcGIS Online.
3. Launch of new ArcGIS Online web maps/applications for stakeholder and public outreach, engagement, and education. For SFY 2020, the goal will be to launch and maintain one new ArcGIS Online web map or application.
4. Maps for transportation planning documents, reports, and presentations.

3.2 Travel Demand Modeling, Forecasting, and Traffic Counts

Maintain the travel demand model to forecast the impacts of future growth and land-use decisions on the MPO regional transportation system. A key SFY 2020 goal will be to conduct new traffic counts at least once during the UPWP year to ensure the accuracy and validity of the regional travel demand model. In addition, CWCOG staff will also explore if there are ways to include the impact of ridesharing in the region's travel demand model.

Responsibilities/Timelines

1. CWCOG staff and consultants to run scenarios for various planning reports. *As needed*
2. CWCOG staff and consultants to develop traffic projections for various transportation alternatives as part of corridor planning efforts in partnership with WSDOT. *As needed*
3. CWCOG staff and consultants to conduct basic annual maintenance to include minor model updates and small enhancements/re-validations. *Ongoing*
4. CWCOG staff to contract with a consultant to collect traffic count data at various times of the year to support ongoing updating and recalibration of the travel demand model. *As needed*
5. CWCOG staff to participate in statewide travel demand modeling efforts by WSDOT and ODOT, and help incorporate regional travel demand model into the state process. *As needed*

Deliverables

1. Travel Demand Model maintained and recalibrated with data from at least one new traffic count or any other appropriate data.
2. Model plots produced as a result of requests for model outputs by member jurisdictions or the private sector.

3.3 Highway Functional Classification

Facilitate completion of minor highway functional reclassifications whenever needed.

Responsibility/Timeline

1. CWCOG staff with support from the Cowlitz Area Technical Advisory Committee to process updates to the federal functional classification system. *As needed.*

Deliverable

1. Maintenance of a functionally classified road network.

Element 4: Project Programming and Prioritization

CWCOG staff, with guidance from MPO and RTPo jurisdictions, has the primary responsibility for the development, review, and revision of the Regional Transportation Improvement Program (RTIP). Jurisdictions across the five-county RTPo or MPO areas, WSDOT, ODOT, and public transit service providers submit copies of their six-year Transportation Improvement Programs or Transit Development Plans to the CWCOG in order to facilitate development of the overall RTIP.

4.1 Regional Transportation Improvement Program (RTIP) and RTIP Amendments

Cooperatively develop an annual RTIP with local government agencies, public transit agencies, WSDOT regions, and ODOT that serves the needs of the MPO and RTPo and complies with federal and state requirements.

Responsibilities/Timelines

1. CWCOG staff, in coordination with local government agencies, public transit agencies, and WSDOT South Central, Olympic, and Southwest Regions, and ODOT to develop, maintain, and track implementation of projects in the RTIP. *Ongoing*
2. CWCOG staff to present RTIP to CWCOG (MPO) and RTPo boards for document adoption. *September/October 2019*
3. CWCOG staff to submit adopted RTIP to WSDOT and ODOT for approval. *October 2019*
4. CWCOG staff to review and document Cowlitz County RTIP project identification, prioritization, and selection procedures to ensure consistency with federal regulations. *Ongoing*
5. CWCOG staff to coordinate RTIP amendments with local jurisdictions (from all five RTPo counties) and the WSDOT Regional Offices and submit to WSDOT. RTIP Amendments are also coordinated with the City of Rainier, Oregon and ODOT as needed. *July – October 2019 and January – June 2020.*

Deliverables

1. Adopted 2020-2023 RTIP.
2. Public notices for the original 2020-2023 RTIP and formal amendments completed after adoption of said RTIP for MPO projects.
3. CWCOG/RTPo Board resolutions and staff reports.
4. CWCOG RTIP Amendment Review checklist for each month's amendments are processed including attachments for MPO project amendments such as the fiscal constraint spreadsheet and WSDOT TIP Amendment Checklist.

4.2 Surface Transportation Block Grant Program Administration

The Surface Transportation Block Grant Program (STBGP) provides flexible federal funding available for a variety of different surface transportation projects. These federal funds are required to be used in a timely manner and projects are selected through competitive calls for projects. The task is to administer STBGP funds for Cowlitz County and Rainier, Oregon.

Responsibilities/Timelines

1. CWCOG staff to ensure the STBGP project funding process follows federal and state procedures and meets Obligation Authority targets set by WSDOT. *Ongoing*
2. CWCOG staff in coordination with members of the Cowlitz Area Technical Advisory Committee and approval of the CWCOG Board to develop evaluation criteria and ranking/prioritization processes for the MPO and Cowlitz County portion of the RTPo. *As needed*
3. CWCOG to facilitate an annual reporting process for all active STBGP projects and will regularly remain engaged with project sponsors to monitor progress. *January 2020 and Ongoing*

4. CWCOG staff to facilitate a call for projects process including the project ranking and funding selections.
As needed

Deliverables

1. List of ranked projects.
2. Programming Schedule
3. Resolutions of the CWCOG Board that: 1) Approve the guidance document and start of a call for projects and 2) Make project funding selections.
4. Award letters

4.3 Surface Transportation Block Grant Program Set-Aside Administration

The Surface Transportation Block Grant Program Set-Aside (formerly Transportation Alternatives Program) provides federal funding for bicycle and pedestrian-related projects selected through a competitive call for projects process. The task includes the coordination, oversight, and timely obligation by project partners of STBGP Set-Aside funding for the five-county RTPO region.

Responsibilities/Timelines

1. CWCOG staff to ensure the STBGP Set-Aside project funding process follows federal and state procedures and meets Obligation Authority targets set by WSDOT. *Ongoing*
2. CWCOG to facilitate an annual reporting process for all active STBGP Set-Aside projects and will regularly remain engaged with project sponsors to monitor progress. *January 2020 and Ongoing*
3. CWCOG staff to facilitate a call for projects process including the project ranking and funding selections.
As needed

Deliverables

1. List of ranked projects.
2. Programming Schedule
3. Resolutions of the RTPO Board that: 1) Approve the guidance document and start of a call for projects and 2) Make project funding selections.
4. Award letters

4.4 Annual Obligation and Closure Report

As the Longview-Kelso-Rainier MPO, develop an annual listing of obligated projects for federal-aid projects within Cowlitz County and Rainier, Oregon that obligated and/or closed during the previous calendar year.

Responsibilities/Timelines

1. CWCOG staff to develop report of projects that were obligated and closed the previous year. *March 2020*
2. CWCOG staff to submit report to WSDOT, ODOT, and post on CWCOG's transportation page. *By end of March 2020*

Deliverable

1. Annual Listing of Obligated Projects (also known as the Obligation and Closure Report).

2020 Unified Planning Work Program Budget - Summary

Budget Summary

Below is the summarized budget for the 2020 Unified Planning Work Program by element and by program. For a detailed breakdown of the budget, please refer to page 30.

Element No.	Total Budget (A)	MPO Budget	RTPO Budget			Unallocated (B)	Total Available Funds (A + B)
			CWCOG	GHCOG	LCPW		
1	\$336,619	\$287,219	\$35,400	\$7,000	\$7,000	\$25,000	\$361,619
2	\$423,140	\$344,660	\$42,480	\$20,500	\$15,500	\$50,000	\$473,140
3	\$311,097	\$268,057	\$33,040	\$7,500	\$2,500	\$75,000	\$386,097
4	\$64,524	\$57,444	\$7,080	\$0	\$0	\$0	\$64,524
Totals	\$1,135,380	\$957,380	\$118,000	\$35,000	\$25,000	\$150,000	\$1,285,380

Unfunded Needs in Transportation Planning (Unranked) and Estimated Cost

MPO

1. Transportation Safety Action Plan to provide a comprehensive safety analysis for the Longview-Kelso, WA and Rainier, OR area and develop short- and long-term recommendations for implementation -- \$100,000

RTPO

1. Regional Trails planning, including segment mapping and engineering/construction, estimates in Grays Harbor County – \$80,000
2. Quiet Zone development: planning, grade crossing inventory forms, grant writing, and implementation assistance in Elma, Montesano, and Aberdeen – \$400,000
3. Coordinated rail planning effort for Lewis, Grays Harbor, and Cowlitz Counties – \$500,000-\$600,000
4. At-Grade Rail Crossing Study to examine the traffic and life/safety impacts of at-grade rail crossings and identify mitigation options – \$100,000
5. Rail yard relocation study: Feasibility study to identify potential relocation sites, costs, and permitting issues for the Aberdeen rail yard -- \$150,000
6. IT Upgrades for GHCOG: Upgrade to Windows 10 operating system -- \$4,000; Replacement back-up system -- \$3,400; File server -- \$3,500; GPS unit -- \$12,000 (including interface). Total -- \$22,900

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

Funding Sources for Metropolitan and Regional Planning

FHWA Planning Grant (PL)

Federal Highway Administration (FHWA) funding to metropolitan planning organizations (MPOs) for transportation planning activities.

Estimated WA State PL funding for SFY 2020	\$171,000
Estimated WA State PL carry-forward from SFY 2019	\$663,622
Estimated OR State PL funding for SFY 2020	\$1,371
TOTAL FHWA PL funds available for SFY 2020	\$835,993

FHWA Surface Transportation Block Grant Program (STBGP)

Federal Highway Administration (FHWA) funding available for surface transportation projects, including planning, that meet the eligibility criteria and are selected through a competitive project prioritization and ranking process managed by an MPO. The CWCOG board approved STBGP funds for its general planning work from its STBGP-Oregon account.

TOTAL Estimated OR State STBGP carry-forward from SFY 2019	\$8,000
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FTA Planning Grant (Section 5303)

Federal Transit Administration (FTA) funding to MPOs for transportation planning activities.

WA State FTA 5303 funding for SFY 2020	\$32,000
WA State FTA 5303 carry-forward from SFY 2019	\$11,277
OR State FTA 5303 funding for SFY 2020	\$429
TOTAL FTA 5303 funding for SFY 2020	\$43,706

Federal Transit Administration Human Services Transportation Planning Grant

Federal Transit Administration (FTA) funding to assist in development and implementation of the five-county Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for the RTPO.

TOTAL HSTP carry-forward from SFY 2019	\$12,000
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Non-Federal Match

FHWA and FTA funds require a local match. CWCOG's local matching funds are from an annual assessment of local MPO member jurisdictions. The local match ratios are listed below.

Estimated non-federal match for SFY 2020:	
WA State FHWA (PL) 20.0% match (<i>local government participating agencies</i>)	\$208,656
OR State FHWA (PL) 11.5% match (<i>ODOT</i>)	\$157
WA State FTA (Section 5303) 20.0% match (<i>Cowlitz Transit Authority</i>)	\$10,819
OR State FTA (Section 5303) 11.5% match	\$49
TOTAL non-federal match needed for SFY 2020	\$219,681

Washington State Regional Transportation Planning Organization Planning Grant

Washington State's regional transportation planning funds are distributed to the 16 Regional Transportation Planning Organizations (RTPOs) based on number of counties per RTPO and population. These state funds are intended for planning and coordination activities required under RCW 47.80. No local match is required for this grant.

TOTAL WA State RTPO funding for SFY 2020	\$166,000
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TOTAL, All Sources **\$1,285,380**

Funding Sources for MPO Planning

METROPOLITAN PLANNING (Codes 021-024)	
ESTIMATED COST AND FUNDING SOURCES	
WA State FHWA Planning Grant (PL)	\$834,622
WA State FTA Planning Grant (Section 5303)	\$43,277
WA State FHWA / FTA Local Match	\$219,475
OR State FHWA Planning Grant (PL)	\$1,371
OR State FHWA Surface Transportation Block Grant (STBGP)	\$8,000
OR State FTA Planning Grant (Section 5303)	\$429
OR State FHWA / FTA Local Match	\$206
Total Cost Estimate	\$1,107,380

Funding Sources for Regional Planning

REGIONAL PLANNING (Codes 026-030)	
ESTIMATED COST AND FUNDING SOURCES	
WA State RTPO Planning Grant	\$106,000
Grays Harbor Council of Governments Pass-through	\$35,000
Lewis County Pass-through	\$25,000
WA State FTA Planning Grant (HSTP)	\$12,000
Total Cost Estimate	\$178,000

2020 Unified Planning Work Program Budget - Detailed

Task Code	Task Description	Budget	Unallocated	Total Available Funds	WASHINGTON						Total WA RTPO
					Total FHWA	FHWA	Local Match	Total FTA	FTA	Local Match	
1.0	Transportation Program Administration	234,119		234,119	185,205	148,164	37,041	11,867	9,494	2,373	32,660
1.1	MPO/RTPO Program Management & Support	50,000		50,000	40,406	32,326	8,082	2,534	2,027	507	6,975
1.2	Coordination & Consultation with Regional, Statewide, Federal & Indian Nation Partners	10,000		10,000	8,082	6,466	1,616	507	406	101	1,395
1.3	Governance	5,000		5,000	4,747	3,798	949	253	202	51	
1.4	Title VI Plan & Annual Report	2,500		2,500	2,373	1,898	475	127	102	25	
1.5	WSDOT/MPO Self-Certification Process	20,000		20,000	36,366	29,093	7,273	2,281	1,825	456	6,278
1.6	Unified Planning Work Program & Annual Performance & Expenditure Report	15,000		15,000	12,122	9,698	2,424	760	608	152	2,092
1.7	Professional Development & Training	336,619	25,000	361,619	289,303	231,443	57,860	18,329	14,664	3,665	49,400
	Transportation Program Administration Total										
2.0	Multi-Modal Transportation Planning	70,000		70,000	42,091	33,673	8,418	1,848	1,478	370	21,945
2.1	Coordination w/Jurisdictions, State & Federal Agencies in Planning Activities	72,000		72,000	47,408	37,926	9,482	1,901	1,521	380	22,572
2.2	Planning Consultation, Services & Technical Support	8,640		8,640							8,640
2.3	Review of County, City & Town Comprehensive Plans & Countywide Planning Policies	10,500		10,500	10,205	8,164	2,041	278	222	56	
2.4	Public & Stakeholder Participation, Outreach, & Education	100,000	25,000	125,000	121,492	97,194	24,298	3,301	2,641	660	
2.5	Regional Transportation Plan	12,000		12,000							
2.6	Coordinated Public Transit- Human Services Transportation Plan & Meetings	7,500		7,500	7,290	5,832	1,458	198	168	40	
2.7	Performance Measures	15,000		15,000	14,579	11,663	2,916	396	317	79	
2.8	Pedestrian/Bicycle Traffic Count Program Feasibility Study	70,000		70,000	68,036	54,429	13,607	1,848	1,478	370	
2.9	Lewis & Clark Bridge Origin & Destination Study	20,000		20,000	29,158	23,326	5,832	792	634	158	
2.10	Intelligent Transportation System (ITS) Architecture	7,500	10,000	17,500	14,853	11,882	2,971	594	475	119	7,053
2.11	Rural Intelligent Transportation System (ITS) Architecture Best Practices Report	20,000		20,000	13,168	10,534	2,634	528	422	106	6,270
2.12	Electric Vehicle (EV) Readiness and Autonomous Vehicle Plan	10,000		10,000	9,720	7,776	1,944	264	211	53	
2.13	Local Road Safety Plan	10,000		10,000							
	Multi-Modal Transportation Planning Total	423,140	50,000	473,140	378,000	302,399	75,601	23,948	21,557	2,391	66,480
3.0	Transportation Data Development	281,097		281,097	294,246	235,397	58,849	18,816	15,063	3,763	42,444
3.1	Data Acquisition, Analysis, & Mapping	25,000		25,000	23,638	18,910	4,728	1,321	1,057	264	
3.2	Travel Demand Modeling, Forecasting & Traffic Counts	5,000		5,000	4,131	3,305	826	264	211	53	596
3.3	Highway Functional Classification	311,097	75,000	386,097	322,015	257,612	64,403	20,401	16,321	4,080	43,040
	Transportation Data Development Total										
4.0	Project Programming & Prioritization	37,024		37,024	28,369	22,695	5,674	1,961	1,569	392	6,632
4.1	Regional Transportation Improvement Program (RTIP) & RTIP Amendments	10,000		10,000	9,470	7,576	1,894	530	424	106	
4.2	Surface Transportation Block Grant Program Administration	15,000		15,000	14,205	11,364	2,841	795	636	159	
4.3	Surface Transportation Program Set-Aside Administration	2,500		2,500	1,916	1,533	383	132	106	26	448
4.4	Annual Obligation & Closure Report	64,524	0	64,524	53,960	43,168	10,792	3,418	2,735	683	7,080
	Project Programming & Prioritization Total	1,135,380	150,000	1,285,380	1,043,278	834,622	208,656	66,096	55,277	10,819	166,000
	UPWP TOTAL										

Task Code	Task Description	OREGON						TASK FUNDING SUMMARY												
		STP / STATE EXCHANGE	FHWA	FTA - 5303	STATE MATCH	Local Match	WA FEDERAL	OR. FEDERAL STATE	WA STATE RIPO	LOCAL	TOTAL									
1.0	Transportation Program Administration																			
1.1	MPOR/PTPO Program Management & Support	4,000	265	83	30	9	157,668	4,378	32,660	39,423	234,119									
1.2	Coordination & Consultation with Regional, Statewide, Federal & Indian Nation Partners		57	18	6	2	34,353	81	6,975	8,591	50,000									
1.3	Governance		11	4	1	0	6,872	16	1,395	1,717	10,000									
1.4	Title VI Plan & Annual Report						4,000	0	0	1,000	5,000									
1.5	WSDOT/MPO Self-Certification Process						2,000	0	0	0	2,500									
1.6	Unified Planning Work Program & Annual Performance & Expenditure Report		51	16	6	2	30,918	73	6,278	7,731	45,000									
1.7	Professional Development & Training		17	5	3	1	10,306	25	2,092	2,577	15,000									
	Transportation Program Administration Total	4,000	401	126	46	14	246,107	4,573	49,400	61,539	361,619									
2.0	Multi-Modal Transportation Planning																			
2.1	Coordination w/Jurisdictions, State & Federal Agencies in Planning Activities	4,000	79	25	9	3	35,151	4,113	21,945	8,791	70,000									
2.2	Planning Consultation, Services & Technical Support		82	25	9	3	39,447	116	22,572	9,865	72,000									
2.3	Review of County, City & Town Comprehensive Plans & Countywide Planning Policies						0	0	8,640	0	8,640									
2.4	Public & Stakeholder Participation, Outreach, & Education		12	4	1	0	8,386	17	0	2,097	10,500									
2.5	Regional Transportation Plan		142	44	16	5	99,835	202	0	24,963	125,000									
2.6	Coordinated Public Transit - Human Services Transportation Plan & Meetings						12,000	0	0	0	12,000									
2.7	Performance Measures		8	3	1	0	5,990	12	0	1,498	7,500									
2.8	Pedestrian/Bicycle Traffic Count Program Feasibility Study		17	5	2	1	11,980	24	0	2,996	15,000									
2.9	Lewis & Clark Bridge Origin & Destination Study		79	25	9	3	56,907	113	0	13,980	70,000									
2.10	Intelligent Transportation System (ITS) Architecture		34	11	4	1	23,960	49	0	5,991	30,000									
2.11	Rural Intelligent Transportation System (ITS) Architecture Best Practices Report		23	7	3	1	10,956	33	7,053	3,090	22,500									
2.12	Electric Vehicle (EV) Readiness and Autonomous Vehicle Plan		11	3	2	0	7,987	16	0	1,997	10,000									
2.13	Local Road Safety Plan						323,956	4,695	66,480	78,009	473,140									
	Multi-Modal Transportation Planning Total	4,000	487	152	56	17	323,956	4,695	66,480	78,009	473,140									
3.0	Transportation Data Development																			
3.1	Data Acquisition, Analysis, & Mapping		404	126	46	15	250,450	576	42,444	62,627	356,097									
3.2	Travel Demand Modeling, Forecasting & Traffic Counts		28	9	3	1	19,967	40	0	4,993	25,000									
3.3	Highway Functional Classification		6	2	1	0	3,516	9	596	879	5,000									
	Transportation Data Development Total	0	438	137	50	16	273,933	625	43,040	68,499	386,097									
4.0	Project Programming & Prioritization																			
4.1	Regional Transportation Improvement Program (RTIP) & RTP Amendments		42	13	5	2	24,264	60	6,632	6,068	37,024									
4.2	Surface Transportation Block Grant Program Administration						8,000	0	0	2,000	10,000									
4.3	Surface Transportation Program Set-Aside Administration						12,000	0	0	3,000	15,000									
4.4	Annual Obligation & Closure Report		3	1	0	0	1,639	4	448	409	2,500									
	Project Programming & Prioritization Total	0	45	14	5	2	45,903	64	7,080	11,477	64,524									
	UPWP TOTAL	8,000	1,371	429	157	49	889,899	9,957	166,000	219,524	1,285,380									



Cowlitz-Wahkiakum
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