

Chapter 7

Plan Implementation

Introduction

In the previous chapter the funded, planned, and unfunded projects proposed to help implement this Regional Transportation Plan (RTP) were presented and a financial plan was provided to demonstrate how the funded and planned projects are reasonably anticipated to happen. When projects included in the previous chapter or other projects secure federal funds, or any funds in the case of regionally significant projects, federal and state laws require it to be programmed in the Regional Transportation Improvement Program (RTIP), a document that prioritizes projects in the region that are ready to move forward.

This chapter will discuss three key ways the RTP is implemented after adoption including 1) development and maintenance of the RTIP, 2) performance management, and 3) ongoing public and stakeholder engagement.

Regional Transportation Improvement Program

Federal and state regulations require the Longview-Kelso-Rainier MPO and Southwest Washington Regional Transportation Planning Organization (RTPO) to develop a Regional Transportation Improvement Program (RTIP) in cooperation with local jurisdictions and the Washington State Department of Transportation (WSDOT). The MPO is also required to cooperate with the Oregon Department of Transportation (ODOT). The RTIP is the financial plan that identifies and prioritizes regionally significant and/or federally funded surface transportation projects for both the MPO and the RTPO for the next four years. The RTIP:

- Identifies urban and rural projects from local agencies' six-year transportation improvement programs ready for

implementation with secure federal funds or any secure funds if regionally significant;

- Identifies WSDOT projects;
- Demonstrates financial constraint;
- Demonstrates consistency with RCW 36.70A, Section 70 of the Washington State Growth Management Act requiring transportation planning be coordinated and consistent with local comprehensive plans; and
- Includes projects consistent with the goals and policies of this RTP.

A primary purpose of the RTIP is to identify and document transportation projects to be included in WSDOT's or ODOT's Statewide Transportation Improvement Program (STIP). Projects with federal funds must appear in the WSDOT or ODOT STIP in order to obligate those funds. The RTIP also aids in the coordination and cooperation of transportation planning in the region.

All of the funded, planned, and unfunded projects included in Chapter 6 were pre-determined to be consistent with the goals and policies of this RTP. The RTP is intended to be the overarching plan where projects are first identified and later flow into the RTIP as funding is secured. However, a scenario where a new project is developed in the future that was never included in Chapter 6 is likely. To accommodate such a scenario, a 'project consistency review' process was developed. This new process is described in further detail in the following subsection.

Project Consistency Reviews

When a multi-modal transportation project secures federal funding (or if the project is regionally significant and secures any funding), it will need to be added to the Regional Transportation Improvement Program (RTIP). To add a project to the RTIP it must be consistent with the goals and policies in this plan. As mentioned previously, all of the projects listed on the funded, planned, or unfunded lists in Chapter 6 were already determined to be consistent with the goals and policies in this plan. These projects may be added to the RTIP pending confirmation that funds have indeed been secured.

For projects not included in Chapter 6, the project consistency review will formally document consistency with the RTP goals and policies and allow it to be added to the RTIP pending confirmation that funds are secured. To ensure an expedited process, the steps for a project consistency review are as follows.

1. CWCOC staff and the local agency, WSDOT, or ODOT complete the required form. A copy of the project consistency review form is available in the Chapter 7 Appendix and on the CWCOC website.
2. CWCOC staff review the project for consistency with the RTP and make a decision whether it is consistent or not. For all RTPO, and most MPO, projects the final decision will be made by CWCOC staff. In some instances, for MPO projects only, CWCOC staff may choose for the CWCOC (MPO) Board to make the final decision instead. When this situation occurs steps 2a and 2b will be followed.
 - a. CWCOC staff will forward the project consistency review to the Cowlitz Area Technical Advisory Committee (CATAC) in order to make a recommendation to the CWCOC (MPO) Board. The

CATAC will either make a recommendation at its next regularly scheduled meeting or via email when time is of the essence. For recommendations via email, CWCOC staff will ask CATAC members to respond 'yes' to recommend approval or 'no' to not recommend approval.

- b. CWCOC staff will present the recommendation of the CATAC to the CWCOC (MPO) Board at its next regularly scheduled meeting. The CWCOC (MPO) Board will make a decision whether the project is consistent or not.
3. CWCOC staff will maintain a spreadsheet documenting all project consistency reviews and make it available on the CWCOC website. There will also be periodic reports presented to the CWCOC (MPO) and RTPO Boards of approved project consistency reviews.

A project consistency review may be requested anytime, but most will probably be completed at the same time as when a new RTIP is prepared or an RTIP amendment is processed. However, an agency may consider it favorable to request a project consistency review before securing funds so an approved review could be mentioned in a grant application.

Performance Management

Another way that the RTP is implemented is through performance management. The Longview-Kelso-Rainier MPO is required to follow federal regulations on performance management. There are two ways the Longview-Kelso-Rainier MPO is involved in performance management: 1) Target setting for MAP-21 Performance Measures and 2) Development and reporting regarding MPO operational

performance measures. The next two subsections describe these two separate performance management topics.

MAP-21 Performance Measures

Federal laws first included performance management as a requirement for state DOTs and MPOs with the passage of MAP-21 (Moving Ahead for Progress in the 21st Century). MAP-21 established requirements to create performance measures, to set performance targets, and for periodic reporting of progress in meeting targets. Performance measures and targets are required to be established in the following areas: Safety; Pavement and Bridge; System Performance/Freight/Congestion Mitigation and Air Quality (CMAQ); and Transit Asset Management (TAM). It should be noted that CMAQ does not apply to the Longview-Kelso-Rainier MPO since the urban area is classified as an attainment area. With the exception of TAM, the MPO has two options for setting performance targets: 1) Agree to plan and program projects to help the States of Washington and Oregon meet their statewide targets or 2) Establish separate targets for the MPO. For TAM, the MPO establishes its own targets based on those of the local transit provider(s).

Collaborative Process Between WSDOT and MPOs

To help WSDOT and all MPOs within the state meet requirements concerning MAP-21 performance management requirements, a collaborative process was established. WSDOT and MPOs have made a significant effort to develop a strong, collaborative MAP-21 Target Setting framework process, whereby target setting development and reporting follow a pre-determined and thorough process. The MAP-21 Target Setting Framework structure was established in May 2014. The framework facilitates the collaborative process through three groups with specific functions and responsibilities: 1) Target Setting Framework Group, 2) Target Setting Working Group, and 3) Target Setting Technical Teams. The following are descriptions of these groups.

Target Setting Framework Group is the major decision-making group, comprised of WSDOT representatives and MPO Directors. This group meets quarterly to address issues using three types of decision points: process, data, and target setting.

- Process decisions are where the group decides how early and often WSDOT, MPOs, and transit providers will engage each other and the types of engagement.
- Data decisions are where the types of data used, roles and responsibilities for data collection and analysis, and the process by which MPOs will report their established targets, progress, and achievements.
- Target setting decisions is when the group makes advisory target setting decisions.

Final recommendations are forwarded to the MPOs as well as WSDOT's Executive Leadership Team and the Secretary of Transportation. The MPOs may adopt or modify the proposed targets; however, MPOs have chosen to align their adopted targets in support of the state targets with respect to various performance measures. Prior to adoption of the final targets, the Secretary may consult with the Governor's office to ensure alignment with the Governor's strategic directions.

Target Setting Working Group is a small group of WSDOT staff and MPO representatives that meet regularly to have in-depth discussion of policy and process issues and develop recommendations and provide other support for the Target Setting Framework Group.

Target Setting Technical Teams are made up of WSDOT and MPO subject matter experts. The participants thoroughly review the MAP-21 final rules to ensure methodology, data, and requirements are fully understood by everyone involved. There are separate teams for each MAP-21 performance target area (safety, pavement/bridge, system

performance/freight/CMAQ). The team members will provide initial target recommendations, but it is the entire team that works on assessing feasibility. Part of technical team logistics means that members report back to their respective MPO or WSDOT office, as well as work with local agencies or stakeholders to conduct any analysis work. This is an important collaborative process at the technical team level allowing each MPO or transit provider to contribute to the process.

Outcomes from technical team meetings get reported to the Target Setting Working and Framework Groups to have additional deliberation and consensus.

WSDOT has supported the process by creating an educational tool, MAP-21 folios, as summaries of federal rules and associated state targets and brought access to the Regional Integrated Transportation Information System (RITIS) data tool to help with target monitoring, analysis, and reporting. In addition, WSDOT has helped transit agencies with developing TAM performance measures and targets.

Longview-Kelso-Rainier MAP-21 Performance Targets

The Longview-Kelso-Rainier MPO is bi-state and required to comply with MAP-21 performance measure target setting in both Washington and Oregon. WSDOT and ODOT have set statewide performance measure targets for safety, pavement, bridge, system performance, and freight. Statewide safety targets for 2018 were set in 2017 and the Longview-Kelso-Rainier MPO on December 21, 2017 accepted those targets and agreed to plan and program projects to help the states meet their respective targets. Table 7-1 lists the Washington and Oregon safety targets for all five performance measures.

Performance Measure	2018 WA Target	2018 OR Target
Fatalities	415.5	350
Fatality Rate	0.709	0.89
Serious Injuries	1788	1461
Serious Injury Rate	3.058	4.33
Non-Motorist Fatalities and Serious Injuries	431.5	229

Table 7-1: Washington and Oregon MAP-21 Performance Measure Targets: Safety

Note: Targets are 5-year rolling averages and represent number of persons or number of persons per 100 million VMT.

Shortly after adoption of this RTP, the Longview-Kelso-Rainier MPO will make a decision on 2019 safety targets and annually thereafter. Both WSDOT and ODOT set statewide targets for pavement, bridge, system performance, and freight performance measures in May 2018. The Longview-Kelso-Rainier MPO took action to adopt the statewide performance measures for pavement, bridge, system performance, and freight on October 25, 2018 and will take further action every other year for these performance measures. Table 7-2 lists the Washington and Oregon targets for pavement, bridge, system performance, and freight.

Performance Measure	4-year (2022) WA Target	4-year (2022) OR Target
Pavement		
Percent of Interstate pavement on the NHS in good condition	30%	35%
Percent of Interstate pavement on the NHS in poor condition	4%	0.50%
Percent of Non-Interstate pavement on the NHS in good condition	18%	50%
Percent of Non-Interstate pavement on the NHS in poor condition	5%	10%
Bridge		
Percent of NHS bridges classified in poor condition	10%	3%
Percent of NHS bridges classified in good condition	30%	10%
Highway System Performance (Congestion)		
Percent of person-miles traveled on the Interstate System that are reliable	68%	78%
Percent of person-miles traveled on the Non-Interstate NHS System that are reliable	61%	78%
Freight		
Truck Travel Time Reliability (TTTR) Index	1.75	1.45

Table 7-2: Washington and Oregon MAP-21 Performance Measure Targets: Pavement, Bridge, System Performance, Freight

Note: MPOs are only required to report the 4-year targets; thus, only the statewide 4-year (2022) targets are listed.

The MPO took action to establish Transit Asset Management (TAM) performance measures and set targets on December 20, 2018. Table 7-3 lists the adopted performance measures and targets.

Asset Type	Asset Type/Group	2019	2020
Rolling Stock – All Revenue Vehicles			
% of revenue vehicles that meet or exceed their Useful Life Benchmark (ULB)	Transit Bus	43%	22%
	Minivan	0%	50%
	Automobile	0%	0%
	Van	57%	30%
	Cutaway Bus & Minibus	41%	30%
Equipment – Non-Revenue Vehicles			
% of non-revenue vehicles that meet or exceed their Useful Life Benchmark (ULB)	Automobile	29%	50%
Facilities – All Buildings or Structures			
% of facilities that are rated less than 3.0 on the FTA's Transit Economic Requirements Model (TERM) Scale (1=poor to 5=excellent)	City Shop & Bus Barn	0%	0%
	Transit Center	0%	0%

Table 7-3: Longview-Kelso-Rainier MPO MAP-21 Performance Measure Targets: Transit Asset Management (TAM)

MPO Operational Performance Measures

The MAP-21 performance measures provide operational performance measures to help the Longview-Kelso-Rainier MPO assess performance of the regional transportation system within the MPA. However, to be in full compliance with federal regulations that require long-range transportation plans to have operational performance measures, the MPO is creating additional measures and targets discussed below. In future RTP updates, this list of performance measures will be revised and/or expanded. Annually a report of progress toward meeting these operational performance measures will be prepared and presented to the CWCOCG (MPO) Board. These reports will also be posted to the CWCOCG website and called the “Performance Scorecard” to convey how the Longview-Kelso-Rainier urban area is doing in a simple and intuitive way. The “Performance Scorecard” will be for planning purposes, for use in monitoring progress, and relied on when making changes to project ranking processes. The first report will be published in 2019 and be a baseline. There will be no penalties imposed for not making progress in meeting established targets.

Table 7-4 below lists the six operational performance measures for the Longview-Kelso-Rainier MPO along with a performance target.

RTP Goal(s)	Performance Measure	Performance Target
2, 5	Motor Vehicle Fatalities	A decrease in the 3-year average of total motor vehicle crash fatalities.
2, 5	Motor Vehicle Serious Injuries	A decrease in the 3-year average of total motor vehicle crash serious injuries.
3, 5	Bicycle and Pedestrian Fatalities	A decrease in the 3-year average of total bicycle and pedestrian-involved crash fatalities.
3, 5	Bicycle and Pedestrian Serious Injuries	A decrease in the 3-year average of total bicycle and pedestrian-involved crash serious injuries.
3	New Bicycle and/or Pedestrian Facilities	Starting with 2019 as the base year, one new active transportation facility is constructed with federal, state, and/or local funds every 5 years within the Longview-Kelso-Rainier Metropolitan Planning Area (MPA).
4	Transit Passenger Trips	An increase in the 3-year average of total fixed-route and demand response passenger trips on RiverCities Transit and CC Rider.

Table 7-4: Longview-Kelso-Rainier MPO Operational Performance Measures and Targets

Ongoing Public and Stakeholder Outreach

The last plan implementation activity that will occur after this RTP is adopted is ongoing public and stakeholder outreach. The most common opportunities for public and stakeholder outreach include regular technical advisory committees, regional freight and public transportation stakeholder meetings, articles in chamber of commerce or other organization newsletters, presentations to community groups, surveys, and public open houses. The MPO and RTPO continue to be engaged with the public and stakeholders in order to stay current on regional needs and priorities, as well as, help to monitor the relevancy of the RTP goals, policies, and long-range strategies.