



## STAFF REPORT/RESOLUTION

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Dean Lookingbill, Transportation Director  
**DATE:** November 27, 2012  
**SUBJECT:** 2013 RTC Work Plan and Budget, Resolution 12-12-24

---

### *AT A GLANCE - ACTION*

*The purpose of this resolution is to seek RTC Board adoption of the 2013 Work Plan and Budget.*

### **BACKGROUND**

Attached are the proposed January 1 to December 31, 2013, work plan and budget for the Southwest Washington Regional Transportation Council. The 2013 Work Plan outlines how RTC will address the major regional transportation, planning, and policy projects in 2013 as well as how the agency will maintain its continuing overall regional transportation program. The proposed budget anticipates a total of \$1,386,600 in salaries and other expenses, which is balanced by federal, state, and local revenues. The proposed 2013 budget maintains the existing staffing level.

The 2013 Work Plan sets out a course for RTC's regional transportation planning, policy setting, and project programming activities that continues to respond to the challenge of our region's slow economic recovery. The proposed Work Plan includes the continuing I-205 Corridor Study, along with supporting the project development phase for the Fourth Plain Transit Improvement project. The new federal transportation bill, Moving Ahead for Progress in the Twenty First Century (MAP-21), changes the federal emphasis toward making performance-managed transportation system investments. RTC's project programming process will need to change accordingly if our region is to continue to maximize their opportunities to utilize federal transportation resources. The 2013 Work Plan includes a number of preparatory activities to reformulate the program to meet the performance based investment criteria. The Work Plan also maintains the region's underlying regional transportation planning process that is led by the RTC Board, informed by accurate data/analysis, and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process.

The proposed budget holds the contribution of local MPO funds at the same as last year, which total to \$104,500. The individual assessments to the jurisdictions and agencies continue to remain the same as they have been since 1992. The planning funds from the Federal Highway Administration and the Federal Transit Administration are expected to be near the 2012 levels

**POLICY IMPLICATION**

Adoption of the January 1 through December 31, 2013, budget provides staffing and resources for the operation of RTC’s 2013 Work Program as the MPO for Clark County and as the RTPO for Clark, Skamania, and Klickitat Counties. Adoption of the budget also incorporates Clark County’s policies and procedures, including the 2013 changes in the Clark County medical and benefit plans, the new leave/paid time off plan, and the changes in the employee merit program.

**BUDGET IMPLICATION**

The budget total of \$1,386,600 and its related categories of revenues and expenses would be established for the period of January 1 to December 31, 2013.

**ACTION REQUESTED**

Adoption of Resolution 12-12-24, 2013 RTC Work Plan and Budget.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_ 2012,

by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON  
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

\_\_\_\_\_  
Marc Boldt  
Chair of the Board

\_\_\_\_\_  
Dean Lookingbill  
Transportation Director

Attachments

**2013 RTC BUDGET**  
**January 1, 2013 - December 31, 2013**  
Page 1 of 2

<u>REVENUES</u>	<u>2013 Budget</u>
Unified Planning Work Program (FHWA)	\$619,200
Unified Planning Work Program (FTA)	147,900
Unified Planning Work Program (STP)	100,000
Unified Planning Work Program (RTPO)	175,000
VAST (CMAQ)	103,800
Congestion Management Process (STP)	77,900
Fourth Plain BRT (STP)	26,200
SR-35 (High Priority)	22,700
Columbia River Crossing (State)	9,400
Local MPO	104,500
<b>TOTAL REVENUES</b>	<b><u><u>\$1,386,600</u></u></b>

<u>EXPENSES</u>	<u>2012 Budget</u>	<u>2013 Budget</u>
<b>Salaries</b>	<b>\$770,100</b>	<b>\$793,200</b>
<b>Benefits</b>	<b>369,600</b>	<b>364,900</b>
<b>Supplies</b>	<b>12,000</b>	<b>12,000</b>
General Office	5,000	5,000
Computer	7,000	7,000
<b>Professional Services</b>	<b>158,400</b>	<b>99,400</b>
Consultant	114,000	55,000
Information Services	8,000	8,000
Accounting / HR Services	27,900	27,900
State Audit	8,500	8,500

**2013 RTC BUDGET**  
**January 1, 2013 - December 31, 2013**  
Page 2 of 2

	<u>2012 Budget</u>	<u>2013 Budget</u>
<b>Communications/Postage</b>	<b>4,000</b>	<b>4,000</b>
Telephone/FAX	2,500	2,500
Postage	1,500	1,500
<b>Travel</b>	<b>6,000</b>	<b>8,000</b>
<b>Advertising</b>	<b>2,000</b>	<b>2,000</b>
<b>Rent</b>	<b>68,000</b>	<b>68,000</b>
Office	62,000	62,000
Copy Machine	5,000	5,000
Other	1,000	1,000
<b>Insurance</b>	<b>1,600</b>	<b>1,600</b>
<b>Miscellaneous</b>	<b>20,500</b>	<b>23,000</b>
Dues/Subscriptions	3,500	3,500
Printing	1,000	1,000
Software/Licenses	10,500	13,000
Registration/Tuition	3,000	3,000
Other	2,500	2,500
<b>Capital Related</b>	<b>10,500</b>	<b>10,500</b>
Depreciation	2,500	2,500
Computer Equipment	6,000	6,000
Office Equipment	2,000	2,000
<b>TOTAL EXPENSES</b>	<u><u><b>\$1,422,700</b></u></u>	<u><u><b>\$1,386,600</b></u></u>

## **2013 RTC WORK PLAN**

**January 1, 2013 - December 31, 2013**

### **INTRODUCTION**

2012 was a great year for RTC. With the Record of Decision completed for the Columbia River Crossing project, the regional transportation program shifted forward to address the next set of issues. Three important activities rose to the top of the list. After completing the 20-year long range list of regional transportation system needs in 2011, it became clear that a shorter, more manageable 10-year set of regional transportation project priorities was needed. For the first time in at least a decade, the Board undertook a regional transportation project prioritization process focused on the possibility of a new federal or state transportation revenue package. As it turns out, the 10-year prioritized list will be used to demonstrate advocacy and support for a new state transportation revenue package.

The I-205 Corridor study produced agreement on a core set of capital-capacity improvement projects for the corridor that were far lower in cost than the previously recommended long-range set of projects. While additional more detailed operational analysis will be conducted in 2013, it appears that the much reduced list will address the most important I-205 mainline capacity needs.

The Board approved the Locally Preferred Alternative for C-TRAN's Fourth Plain Transit Improvement Project. This approval by RTC completed the federally required step needed to allow the project to move onto the Project Development phase and to seek Federal Transit Administration Small Start funding.

Beyond these three headliner studies, the Board and the overall regional transportation program engaged in a host of other issues including the programming of \$19.5 million in new federal transportation funds that will go to a set of regionally selected local projects.

On an introspective note, it continues to become very clear that the norms of a predict-&-plan regional transportation planning process that served the region for the last 30 years is changing. At the year's end, discussion began in regard to a land use and transportation planning process that could consider a range of possible futures, prepare different strategies to respond and provide a process for adapting strategies as the future unfolds. RTC's role in this process or in the development of new scenario planning tools has yet to be determined, but could become a significant factor in the 2013 Work Plan.

The 2013 Work Plan sets out a course for RTC's regional transportation planning, policy setting, and project programming activities that continues to respond to the challenge of our region's slow economic recovery. The proposed Work Plan includes the continuing I-205 Corridor Study, along with supporting the project development phase for the Fourth Plain Transit Improvement project. The new federal transportation bill, Moving Ahead for Progress in the Twenty First Century (MAP-21), changes the federal emphasis toward making performance-managed transportation system investments. RTC's project programming process will need to change accordingly if our region is to continue to maximize their opportunities to utilize federal transportation resources. The 2013 Work Plan includes a number of preparatory activities to

reformulate the program to meet the performance based investment criteria. The Work Plan also maintains the region's underlying regional transportation planning process that is led by the RTC Board, informed by accurate data/analysis, and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process

RTC's proposed 2013 Work Plan is presented below in two parts. The first is a listing of the major planning projects, and the second is a listing of RTC's underlying and continuing set of program activities.

## **2013 RTC MAJOR PROJECT ACTIVITIES**

### I-205 Access and Operational Study

In 2012, the phase of the I-205 Corridor Study that identified a core set of capacity-related projects for the corridor is expected to be completed. The set of recommendations also called for a multimodal operational analysis to be performed. The operational analysis will further examine the implications of reducing the level of capital project investment in the corridor as well as how different sets of operational improvement recommendations may both address short term problems and limit the need for the longer term capital improvements beyond the set of core projects already identified.

The 2013 operational focused study will utilize a traffic-operations level model in addition to the region's current regional travel demand forecasting model. The operational model will be developed by WSDOT's regional office in cooperation with RTC. The study process will include partner agency technical advisory committee who will lead the detailed analysis. All of the key corridor study assumptions, milestones, and recommendations will be advanced first through RTAC for their review and ultimately to the RTC Board for decisions.

The study process will be iterative, starting with a near term operations analysis that only includes the new 18<sup>th</sup> Street interchange. This work element will result in a set of low cost, short term alternative improvements for the I-205 corridor. Second, the study will move to the Core Capital Project recommendations. The operational and access issues of this set of improvements will be addressed to determine feasibility and constructability and evaluate impacts to adjacent arterials. Third, the study will conduct a long term operations analysis that would apply low capital improvements to improve corridor performance by using a wide array of operational and alternative strategies consistent with the Moving Washington principles and the Clark County Traffic System Management and Operations strategies.

RTC staff would continue the coordination process established during phase one of the study. The I-205 TAC will provide technical support for the analysis approach and results as well as recommendations for phase two. In addition, RTC would meet with Oregon Department of Transportation and Metro at study milestones to ensure collaboration on strategies and projects in the corridor.

Recommendations coming out of the Access and Operational Study will include a set of management and operational strategies for the I-205 corridor in the short term, regarding the Core Capital Projects, and for the longer term operations of the corridor that may lead to amending the MTP to remove certain capital projects.

*I-205 Corridor Project Budget: \$75,000 in 2013 UPWP funding.*

### Fourth Plain Transit Improvement Project Development and Federal Transit Administration Small Starts Application Submittal

With the Alternatives Analysis phase completed and the Locally Preferred Alternative adopted in 2012, the Fourth Plain Transit Improvement Project moves forward into Federal Transit Administration's Project Development phase under their Small Start process. Project Development under the Small Start process includes preliminary engineering and final design.

C-TRAN is the lead agency project and RTC's role would be primarily to provide technical support. RTC would lead the regional modeling element of the project needed to support the transit and traffic analysis that would inform preliminary engineering, final design, and the FTA Small Start project funding application. In addition, RTC would be a member of the project management team, involved in project coordination, and support community outreach elements.

*Fourth Plain Transit Project Budget: Total Project \$212,717 RTC Resolution 06-11-11, \$26,200 remaining for 2013 budget.*

### Columbia River Crossing Project

With the approval of the Record of Decision for the Final Environmental Impact Statement for the Columbia River Crossing Project, RTC's level of participation in the project has been reduced. The CRC project is now in its final engineering and permitting process, with construction anticipated in 2014-15. There are still several issues to be addressed in 2013 that offer an opportunity for RTC to provide regional policy input. These include the following: the finance plan, construction phasing, and tolling. RTC staff will continue to have a role in project coordination and in providing technical travel model services. The 2013 work element for the CRC project will include providing the RTC Board information and analysis as issues arise.

*CRC Project Budget: Total Project \$25,055 RTC Resolution 02-11-04 WSDOT Technical Services, \$9,400 remaining for 2013 budget.*

### MAP-21 Implementation

Moving Ahead for Progress in the 21<sup>st</sup> Century, MAP-21 is the new federal transportation bill and its implementation will have far reaching impacts on how federal transportation dollars are invested in our region's transportation system. MAP-21 transforms the previous two decades of a federal programmatic framework into a performance-based approach for federal surface transportation investments. The performance management program aims to have a more efficient investment of federal transportation funds. Establishing a clear direction for the future of the region's transportation vision, setting appropriate targets to work toward, and monitoring of transportation system performance are key elements in implementing MAP-21.

The MAP-21 work element will focus on how RTC's regional transportation planning process implements the federally required "performance-based approach in planning and programming surface transportation projects." RTC staff will work with federal, state, and other MPO's to provide input on how the performance measures are set for the 7 national transportation goals. RTC staff will work with our regional partners as well as other MPO's in the state to begin to develop our performance targets for the national performance measures. During 2013 and into 2014, both the targets and performance measures will be integrated into RTC's long-range Metropolitan Transportation Plan and the 4-year Metropolitan Transportation Improvement Program. Over the course of several years, the evaluation of the condition and performance of

the region's transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process.

*MAP-21 Project Budget: \$65,000 in 2013 UPWP funding.*

#### Communities Core Values Assessment (place holder work element)

A community core values assessment process was not undertaken in 2012; however there is some interest in starting the process in 2013. The idea of conducting a community assessment of core values as a foundational element for charting a new vision forward is still being considered. The process would be community owned and community lead. The discussion at this point is that neither RTC nor any governmental entity would lead the process.

If the values assessment process were to be undertaken, RTC could have a supporting role in terms of facilitating coordination and collaboration. At a technical level, RTC staff could support the development and application of scenario planning tools. At this point, no decision or scope of work has been developed to initiate the process, hence this work element is a placeholder should a decision to move forward be made and should it have RTC involvement.

### **CONTINUING TRANSPORTATION PROGRAM ACTIVITIES AND PROGRAM COORDINATION**

The 2013 RTC Work Plan tasks listed above address major project and program activities. For 2013 a significant portion of RTC's work program will be devoted to addressing the new requirements of MAP-21 and the continuation of today's regional transportation planning program and activities. These activities are listed below and form the framework for RTC to meet the federally mandated continuing regional transportation planning, programming, and prioritization requirements needed to maintain the region's eligibility for the receipt of federal transportation funds.

*RTC Continuing Program Project Budget: \$1.211 million in 2013 UPWP for all continuing program tasks funded from federal STP, CMAQ, FHWA, FTA, state RTPO, and local match.*

#### Metropolitan Transportation Plan

The MTP is the long-range regional transportation plan for Clark County that includes all surface modes of transportation. The MTP is required to fulfill both federal and state planning requirements and thereby ensure funding for transportation projects in Clark County. The last major update was completed in 2011. The 2013 MTP work plan continues with plan and system monitoring and the initiation of a collaborative scoping process for the next update given the new federal transportation bill MAP-21. The scoping process will incorporate a performance-management process, as well as explore new policy approaches as called for via "least cost" planning principles and WSDOT's Moving Washington principles.

Plan Monitoring – When the MTP was adopted in 2011 it was recognized that because the region was in a period of transition, monitoring system performance would be key to understanding emerging trends. This process will continue in 2013, to include additional 2010 U.S. Census data as it becomes available along with collected transportation data and county development information.

Capital Facility Analysis – Related to the plan monitoring and system performance work element is a question of timing for future year system capacity expansion projects. Given the 2035

population and employment projections, the MTP's list of capacity expansion capital projects would be needed. However, given the current economic slowdown, the region's 2035 growth projection may not be reached until the year 2040 or 2045. The purpose of this work activity is to conduct an analysis of which projects are most critical by 2035 versus those that may not be needed for another 10 years given a slower than anticipated growth rate.

Modal Elements – Modal elements of the Plan will also need attention in 2013. These include participation in the Accessible Transportation Coalition to identify innovative solutions for special needs transportation for the elderly, those with disabilities and low income. Freight transportation issues will also need attention as well as active transportation which include bicycle and pedestrian modes. The annual Commute Trip Reduction report will also be completed and forwarded to WSDOT.

Scoping the Next MTP Update – When Congress passed and the president signed MAP-21, a new era of performance-managed transportation system investment began. In addition to the new federal approach, the RTC Board has asked for the consideration of a regional transportation policy emphasis that incorporates a “least cost” project planning approach as well as the investment principles of WSDOT's “Moving Washington”. Given these new initiatives, it is likely that the underlying regional transportation policies of the next MTP will be different from the current plan. The purpose of this work element is to engage both the technical staff and the RTC Board in an MTP scoping process that would be inclusive of the changing economy as well as the changing transportation project investment landscape.

#### Transportation System Management and Operations and Pilot Corridor Implementation

The development of the region's first ever Regional Transportation System Management and Operations Plan was completed in 2011. The adopted TSMO plan presents a ten-year vision and strategy to implement system operations projects as a part of multi-faceted approach to meeting the region's transportation needs. The purpose of the TSMO Plan is to enhance the active management and operations of the existing regional transportation system. In addition to the plan, the RTC Board adopted the Regional TSMO Implementation Strategy that provides the connecting bridge in the TSMO planning process between plan and project implementation.

The 2013 TSMO work elements continue the TSMO process and include the following elements: completion of the Andresen/Mill Plain Corridor Pilot Project, ensuring project consistency with the regional Intelligent Transportation System Architecture, enhancement and utilization of the Portal data element, and the continued implementation of the TSMO Plan.

The TSMO Pilot Project will be fully implemented in 2013 and will include a before and after analysis of corridor performance as well as lessons learned. The Pilot Project supplements existing advanced traffic management system projects on Andresen Road and Mill Plain Boulevard and installs devices to monitor arterial performance including travel times, vehicle origin-destinations, volumes, speed, and classification. The key benefit of the pilot project is to provide around the clock corridor performance data that will be used by Clark County and Vancouver to adjust traffic signal timings and improve corridor traffic flow. RTC will coordinate with Clark County as the pilot project lead agency to conduct ongoing meetings with all agencies affected by the project. In 2013, the Andresen/Mill Plain Pilot Project will be actively collecting comprehensive transportation data. RTC will collaborate on project implementation, developing a scope of work for the before and after analysis and producing the before and after analysis report.

The regional architecture is a federally required element of ITS deployment. ITS and operational projects must be consistent with the adopted regional architecture. The architecture defines the technical interfaces between the ITS systems and devices to ensure they are interoperable and integrated. It benefits agencies in the region by ensuring better collaboration and by supporting activities and sharing of information among regional transportation systems to ensure cost efficiency and better effectiveness. RTC completed the update of the regional architecture in 2012 and will coordinate with partner agencies to assure the regional architecture is addressed during project development.

A redesign of the existing RTC/VAST website will occur in 2013 with a focus on the TSMO Plan and initiatives and as a repository for TSMO-related resources, links, and contact information. An interactive regional web based turbo architecture database will also be included in the web redesign. The web based architecture program will provide direct support for agencies to check architecture consistency of their projects.

Incorporate operational metrics into the regional transportation performance measurement program, taking into account new federal guidance. Investigate and identify improved methods to estimate impacts and benefits of operations.

The Portal data archive includes freeway, arterial, and transit transportation data. RTC will coordinate with partner agencies as they begin to utilize the data archive. Improvements to the Portal interface will continue in 2013 to refine its usability, expand system coverage, and automate sending data from the agencies. The data archive will support performance measurement, monitoring of system operations, and analysis of improvement strategies. It will also supplement data needed for the federally required Congestion Monitoring Report and other transportation planning purposes.

Continued implementation of the TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Strategy will be used to carry out operational improvements in the region. RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying TSMO effective strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.

#### Intelligent Transportation Systems (ITS)

The Vancouver Area Smart Trek Program (VAST) is one of RTC's ongoing programs. With the completion of the Transportation System Management and Operations Plan in 2011, the VAST program will focus primarily on the coordination, management and deployment of intelligent transportation system (ITS) projects. In 2013 RTC will continue to manage the VAST Steering Committee (SC) and Communications Infrastructure Committee (CIC). The VAST SC members work together on: project delivery, monitoring project development, project integration, the communications system, and the efficient sharing of resources. The VAST CIC addresses the sharing, maintenance, and standards for ITS communications infrastructure and equipment. RTC staff will coordinate with the CIC for the ongoing development of communications sharing and execution of permits between the VAST agency partners and will be the lead agency for the maintenance and expansion of the multi-agency shared asset management database and mapping

system. RTC will work with VAST agency partners to amend the Communications Agreement to expand the fiber and other communications assets covered under the agreement.

#### WSDOT Nickel and Partnership Projects

RTC's level of support for the Nickel and Partnership projects has decreased dramatically as WSDOT has completed the set of projects. However, until all projects are completed it is important to ensure that any necessary data or support for project implementation is provided. About \$120 million in several projects remains to be completed. Once all of the projects have been completed, the Clark County region will have received over \$760 million in investment for WSDOT facilities.

#### Bi-State Coordination Committee

The Bi-State Coordination Committee is charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee has advisory role to RTC, and Metro's Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. While there have been renew discussions at JPACT and within the CRC project to restart the Committee, no specific proposal has been agreed to. Hence, the 2013 RTC Work Plan continues to provide a placeholder work element in the event the Bi-State Committee should restart.

#### Skamania and Klickitat Counties Regional Transportation Programs

RTC staff will continue to support the Skamania and Klickitat Counties' Transportation Policy Committees. Key issues are expected to include the Regional Transportation Plans, continuing the discussion for a SR-35 Columbia River Crossing, SR-14 project improvements, transportation data collection, ways to leverage of transportation funds, and the Gorge TransLink coordination.

#### FY 2014 Unified Planning Work Program (UPWP)

RTC staff will complete the federally required FY 2014 UPWP, that will include relevant MAP-21 requirements as well as the identification of the key policy issues, provide the framework for RTC's planning, programming, and coordinating activities, and help to ensure the eligibility for the receipt of federal and state transportation funds.

#### Congestion Management Process

In 2013, the CMP will be updated to comply with MAP-21 requirements as well as continue to be integrated with the Transportation System Management and Operations process. At a minimum, the CMP will contain the set of activities that include collecting up-to-date traffic count information, conducting a capacity/congestion analysis, and the identification of congestion relief projects. Congestion monitoring has been a key component of the regional transportation planning process. It provides transportation system monitoring data for local jurisdictions and will become an even more important element as MAP-21 becomes fully implemented.

#### Metropolitan Transportation Improvement Program (MTIP) and Project Grant Request Coordination

The 2014-2017 MTIP will be adopted in 2013 and amended as needed to reflect changes requested by member agencies in the programming of federal transportation funds. RTC staff will continue to work with local agencies to prioritize regional transportation projects for programming into the four-year. Additionally as is the case for several other work elements, the MTIP will be updated to reflect the new MAP-21 requirements.

#### Regional Travel Demand Model, Data, and GIS

RTC maintains a long-standing regional travel demand model that provides the central system analysis for all transportation project, corridor, subarea and region-wide analysis. RTC's transportation data program includes transportation related data, demographic data, geographical systems data, and mapping. The agency's GIS applications provide the visual application and analysis for both the travel demand modeling and data components. The 2013 work elements for each of these are described below.

*Travel Demand Modeling* - RTC's transportation modeling program is the foundational element of nearly all of RTC's planning activities and programs. The travel modeling process provides the methodologies to analyze and evaluate current and changing future conditions. The information produced helps to establish project or program priorities based on transportation system needs. In 2013, one of the specific model applications will be to support corridor-level operational modeling for the I-205 Access and Operations Study. A second focus in 2013 includes the use of the travel model to help develop the MAP-21 performance measures.

In 2013, specific improvements to the regional model will include software updates, the development of new time-of-day factors, and the use of ramp metering coding to enhance the evaluation freeway-related operational changes. Additionally, RTC staff will research emerging modeling methods to better evaluate low-cost operational improvements and transportation management strategies. New modeling tools including mesoscopic modeling and dynamic traffic assignment will be researched for their applicability to the changing transportation system analysis needs of the region. RTC will also continue overall model coordination with Metro to ensure a common bi-state modeling system and the development of new tour-based modeling tools.

*Data, GIS and Mapping* - RTC will continue to collect, process, and disseminate transportation and other related data in support of RTC's transportation program and planning efforts. As more locations and data are added to the Portal regional transportation data archive in 2013, RTC will begin the process of automating data retrieval and processing of Portal data to provide performance measures to supplement the current Congestion Management Process (CMP). As the Portal data archive grows, it will reduce the need for other data collection efforts and provide a rich and robust data set that will improve the ability to calibrate and validate regional travel modeling tools and provide support for transportation and planning studies. RTC will continue to identify regional data needs for performance monitoring of the transportation system and for assessing the benefits of operational strategies.

RTC's data program will continue to leverage the region's investment in GIS to provide mapping and visualization for RTC plans and programs. Additionally, staff will provide administrative and technical support in the acquisition, installation, update, and management of RTC's computer hardware and software resources. This will include the acquisition and deployment of new web development tools to support the redesign of RTC's website; TSMO efforts; model development and utilization; and other transportation planning activities.

*RTC Website Redesign* –The RTC website went online in 1995, providing its members and the community information about RTC’s programs and planning activities. Since that time, the site has evolved, adding new pieces and functionality over time using a range of information technologies. As the use of the internet has dramatically increased and the web has become completely integrated with our everyday lives; website design has matured and website navigation has become more critical to providing accessible, information to the public.

During 2013, RTC staff will undertake a full redesign of RTC’s website, creating a modern user-friendly digital information center with a consistent look and navigation scheme. The home page will be updated to provide quick and focused access to the most frequently requested information; including, calendar, meeting information and materials, current planning activities, and provide a brief description of RTC. The redesigned website will provide RTC with a valuable tool for both disseminating information and for receiving feedback from the public at large as well as the RTC Board and its member jurisdictions.

#### RTC Transportation Program and Planning Coordination

This work element includes staff resources for RTC’s overall planning and program support activities including the RTC Board and RTAC as well as RTC’s partner agency transportation programs. It provides the resource for staff participation in a host of project development, coordination, and management roles across the region. RTC staff will continue to provide support to and participation in the following key boards/committees: C-TRAN Board, Bi-State Coordination Committee, JPACT and TPAC, and continue to coordinate and develop mutually supportive working relationships with Metro, ODOT, and other Oregon jurisdictions' elected officials and staff.

### **STAFF DEVELOPMENT AND EVALUATION**

Employee Performance Evaluations - Continue to utilize the Clark County Management Compensation Plan, which is a merit driven job evaluation system. Conduct RTC employee performance evaluations as compared to individual work performance plans and job responsibilities.

Continuing Education and Conference Participation - Encourage and provide opportunities for RTC staff to attend training seminars and workshops to the extent the budget allows.

### **PERSONAL DEVELOPMENT ITEMS**

Conferences: Attend and interact with other transportation professionals at conferences dealing with the new federal transportation reauthorization bill, multi-modal system performance measures, high capacity transit, and land use transportation interrelationships.

Organizations: Continue to be active and represent RTC's interest in the following organizations: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.