

# Transportation Demand Management Executive Board

## Meeting Minutes

March 4, 2020 10:00 AM - 12:00 PM

WSDOT Headquarters, Nisqually Conference Rm

310 Maple Park Ave, SE Olympia

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**Board Members:** Dave Andersen, Ken Casavant (phone), Dr. Anthony Chen (phone), Craig Kenworthy, Dan Mathis, Roger Millar, Matt Ransom (phone), Tim Waldrop (phone), Larry Watkinson, Anna Zivarts

**Absent Board Members:** Katie Garrow, Clark Halvorson, Erik Hansen, Emmett Heath, Kent Keel, Dave McFadden, Susan Meyer, Chris O’Claire, Lua Pritchard

**Staff:** Elizabeth Bastian, Ricardo Gotla, Brian Lagerberg, Pamela Vasudeva, Debi Viniarski, Ian Wesley

TDM Executive Board Meeting convened at 10:01 AM

1. **Board Chair Roger Millar welcomed the group and provided a safety briefing.** Roger thanked Elizabeth Leavitt for her service to the Board, and welcomed her replacement Dave McFadden (Port of Seattle). Roger mentioned that the Board is looking to recruit more members from the private sector to strengthen partnerships.
2. **Public comment**  
There was no public comment.
3. **Mobility on demand workshop outcomes – Roger Millar**
  - Roger shared the mobility on demand workshop outcomes report with the Board. The team has come up with some solutions that relate to core principles. WSDOT is turning attention now to research work, focused on the Public Records Act (PRA). The Public Records Act in Washington state allows public access to public records which makes a whole lot of sense; but private sector partners are concerned their data gets discoverable, and private citizens have privacy concern. We need to have a better understanding of how the PRA should evolve to protect trade secrets and publically identifiable information.
4. **Public Records Act (PRA) – Mark Hallenbeck**
  - Mark Hallenbeck of the University of Washington Transportation Research Center gave a [presentation](#) to the Board on the state Public Records Act (PRA).
5. **TDM Program Updates – Jennifer Campos and Ricardo Gotla**
  - Jennifer Campos and Ricardo Gotla shared updates to the foundational Commute Trip Reduction program with the Board. Jennifer shared her experiences with the City of Vancouver, which has managed the Clark County CTR program for over a decade. The congestion problems in this region are unique, as most of the traffic is going out of state [to Portland, OR]. CTR-affected worksites are not impacting that congestion, which is a challenge. There was a trip reduction program for southbound commuters a few years ago that was really successful, and there have been discussions around a corridor-based program for I-5. In addition, Vancouver is looking at conducting a residential based program based on origin and destination data with targeted social marketing to people commuting

south into Portland. They are also working with the TDM Technical Committee and WSDOT to make the program more flexible.

- Matt Ransom thanked Jennifer, and encouraged and appreciated this work. Matt also gave an overview of the committee's and board's Olympia Day last month. WSDOT staff accompanied 4 committee and board members [including Matt] to meet with several legislators about TDM. They had the opportunity to share interests, ranging from TDM programs and given session issues, rural transit. They found them to be very receptive and it was a good opportunity.
  - i. We heard some stories/thoughts that made me think about what's next. Problems are unresolved on addressing multimodal funding going forward. There is a need for us to be more precise in talking points and asks, and continue engagement through summer.

## **6. Legislative Update – Roger Millar**

- Roger Millar provided an update of the 2020 legislative session to Board members:
  - i. The House and Senate have both passed transportation budgets, which means they will be conferring soon. My sense is that governor was looking to address immediate need of getting to June 30, 2021 with enough appropriation to run WSDOT in the transportation budget, knowing there are bigger issues that need to be addressed in context of I-976, deferred preservation, fish passages, regional growth, etc. In the short term, the situation we had was the initiative hitting the multimodal fund. There is always a lot of talk about protecting the gas tax, but what actually had been happening was the legislature using multimodal funding to balance the highway budget. There were significant pieces of highway and state patrol and ferries budgets that were impacted by I-976 funded revenues – but all of these things could be funded through the gas tax. We stopped a lot of gas tax funded projects because we wanted to keep the money available to the legislature if it chose to move things out of the multimodal account and into the gas tax. It appears they have elected to do that. The way that happens and you balance the budget is raising the gas tax or deferring capital work, so capital things have now been deferred into the future. The Public Transportation Division's grants and programs on operating side are protected, but a lot of grant money that went to capital is being deferred. I am hopeful that we will have budget at end of the week that gets us to the end of the biennium. The Joint Transportation Commission will be talking between sessions on new revenue sources.

## **7. First Mile Last Mile Wages and Benefits Grant Criteria – Roger Millar**

- Roger reminded Board members of the budget proviso and the pilot grant program development process. The TDM Technical Committee came up with a working scope and evaluation criteria to put that pilot out for competition. The Board got hung up on issue of living wage and commitment to high road employer principles, which is a legitimate thing to get hung up on. There were 3 options we discussed – not considering it at all, making it a requirement to apply, or making it a preference.
- The committee came back with the recommendation of a preference. One member had problem with that, so the Board deferred. Both the House and Senate supplemental budgets include this grant, so the legislature considers it important, and the proviso remains unchanged in both budgets. WSDOT needs to move quickly to solicit proposals to get grantees on board during remainder of biennium.
- Craig Kenworthy made a motion to adopt the TDM Technical Committee recommendation of keeping the wages and benefits criteria a preference. Matt Ransom seconded.
  - i. The motion passed unanimously.

## **8. Thurston County TDM Project – Roger Millar**

- Roger reminded the Board of Karen Parkhurst’s comments and updates on Thurston County’s regional mobility grant work, focused on increasing capital campus TMD:
  - i. This project is evolving to consider how to reduce congestion at the I-5/101 interchange, which fails twice a day. Do we rebuild an interchange, or do we try something else first? We are proposing to work with the governor’s office, cabinet agencies, OFM to explore multiple TMD strategies to mitigate AM/PM peak congestion at this interchange.

#### 9. GTFS-Flex – Ian Wesley

- Ian Wesley, a member of the Public Transportation Division’s data team, introduced himself to the Board to [present](#) on GTFS-Flex:
  - i. Mass transit is most efficient way to move people. Over the years, we have built up a lot of data and technology that works for fixed route transit. This is all enabled with data standard called GTFS, which provides transit agencies with a way that allows transit agencies to provide data in a standard format and share that data. The problem with fixed route transit is that it doesn’t always work with innovative or deviated route transit (i.e. [VIA to transit](#) in King County). There is currently no way to describe that service that allows you to integrate this into trip planning.
  - ii. 31 of 32 transit agencies in the state have flexible service. This accounts for nearly a quarter of revenue vehicles hours and vehicle miles. Its only 3% of passengers, but these are often the most vulnerable populations. Service is also not evenly distributed throughout state – amount of service is higher in small urban and rural areas.
  - iii. WSDOT is working to try and fill this gap to provide people access to this data. We are working on a grant application with UW’s Taskar Center, Oregon State University, and King County Metro to enable small agencies to publish and maintain data in GTFS-Flex in a cost effective way. There are other data specifications and a variety of ongoing efforts.
  - iv. Oregon adopted a statewide contract where consultant provides service of getting GTFS-Flex data generated and published. Its relatively affordable, and enables the option of every non-profit that provides transportation needs to get their data into GTFS-Flex on their own. The process is fairly technical and requires technical skills.

#### 10. Next steps:

- WSDOT staff will continue to keep the Board informed of mobility on demand work, and will bring a draft action plan to the Board by the next meeting.
- WSDOT staff will work with Mark Hallenbeck, the TDM Technical Committee, partners, and Board members to form a research group focused on updating the state Public Records Act.
- Once the state transportation budget is finalized, WSDOT staff will work to determine next steps on the First Last Mile grant.

Meeting adjourned at 12:00 PM.