

Transportation Demand Management Technical Committee

Meeting Minutes

March 13, 2020

GoTo Meeting Teleconference

Committee members present (all remote): Mary Anderson, Jennifer Campos, Billy Duss, Staci Haber, Jennifer Hass, Veronica Jarvis, Karen Parkhurst, Patrick Pittenger, Michelle Rasmussen, Michael Villnave, Dustin Watson, Bryce Yadon

Committee member(s) absent: Carol Cooper, Marshall Elizer, Jan Ollivier, Michelle Patrick

WSDOT staff present: Alon Bassok, Elizabeth Bastian, Ricardo Gotla, Kate Ito, Stan Suchan, Pamela Vasudeva, Ian Wesley

Meeting convened at 1:05 PM

1. Jennifer Campos (facilitator in Marshall's absence) opened meeting and welcomed members.

- Jennifer thanked members and partners for their flexibility under the current public health concerns, and pivoting to a remote meeting.
- Jennifer welcomed new committee member and regional jurisdiction representative Patrick Pittenger, Transportation Planning Director at Benton-Franklin Council of Governments. He will be representing the 4th largest region in the state, and is excited to be a part of the committee.

2. Public Comment

- No public comment was submitted.

3. TDM Program Updates – Ricardo Gotla and Pamela Vasudeva

- Legislative session and budget updates
 - i. Ricardo shared with the committee updates on the reconciled House and Senate budget, which is awaiting the Governor's signature. All Public Transportation Division-administered grants were funded for the remainder of the biennium, with the exception of the regional transit coordination grant. It is good to continue to engage the legislature around TDM in the interim and during next session. The legislature will need to figure out how to fill the deficiencies in the multimodal account next biennium.
 - ii. The \$1 million First Last Mile grant was included in the budget. Once the governor signs the final budget, staff will work to get the grant out for applications as soon as possible.
- TDM Executive Board March 4 meeting
 - i. The Board had a great meeting on March 4. Topics covered included the Public Records Act and GTFS-Flex. They want to be more engaged with the committee, and will receive optional invites to future committee meetings

- ii. They approved the Committee’s recommendation to include wages and benefits as a preference in the First Last Mile Grant scoring criteria.
- MORE through TDM Act
 - i. The Association for Commuter Transportation (ACT) is working to pass the MORE through TDM Act. The legislation includes requirements for states to include TDM in plans and programs, competitive grants, research, and the creation of a TDM advisory committee. Washington state would be in a competitive place to receive funds should this pass. Staff is following up with ACT on raising awareness and provide support.
- Spring commute trip reduction (CTR) surveys may be pushed to the fall due to the COVID-19 response; however, employers may still want to survey to measure the impact mandatory telework has had on their vehicles miles traveled and non-drive alone rate. Staff recommends grantees make the decision if surveying is right for them now or later.

4. TDM Action Plan Check-In and Gantt Chart Review – Ricardo Gotla

- Ricardo presented the TDM Action Plan Gantt chart to the committee. The goal of the chart is to guide the committee in completing the revised action plan and focus on tangible deliverables. It’s a living document and will be updated as needed to reflect real-time circumstances. Ricardo asked members if this was a useful document, if anything was missing, and how it can be improved.
- Members generally approved of the document and said it was useful.

Next Steps: Staff will continue to update the Gantt chart and bring it back to the committee.

5. Mobility on Demand Workshop Outcomes Report – Elizabeth Bastian

- Elizabeth reviewed the new Mobility on Demand Workshop Outcomes report with the committee. This report has been shared with workshop attendees and the TDM Executive Board.
- Next steps are to pivot towards initiatives that 1) fall within WSDOT’s role as a state agency, and 2) have been identified by partners as a priority. This includes forming a coalition to develop and fund a research project that examines how the Public Records Act can be updated to better support MOD outcomes, implementing GTFS-Flex (more on that later), and exploring data standardizations to enable public-private data sharing.
- We are still moving towards a draft action plan by June 2020, and will begin working on a MOD-focused educational outreach.
- This work is separate from but aligned with the Cooperative Automated Transportation (CAT) policy framework. PTD staff is working closely with the CAT team to make sure our work complements each other.

6. CTR Refresh – Alon Bassok and Kate Ito

- Alon Bassok and Kate Ito, members of the PTD data team, introduced themselves to the committee. They are beginning the scoping phase of refreshing the CTR survey process.

This will take over a year, and nothing is set in stone yet. Today they will be focusing on the work plan for the next 10 months.

- Currently, the CTR survey is 12 questions. The team is looking at if these are the right questions, if we can get rid of the paper survey, if we can make this mobile-friendly, move beyond PDF reports, simplify the data infrastructure, etc. Lots of potential for improvements. Previous feedback received in 2018 and 2019 is being taken into account. We want to make a tool that works for us and you, and it will be a lengthy process. The design of the updates includes scoping, engagement, aggregate report calculator, data policy scoping, guide to employee surveys, and pre-project analysis requests.
- The data team has begun interviewing ETCs this week. They will come back to the committee in the summer to share feedback and progress updates. The intention is to have a beta version of the new survey tool next spring for testing, with a fall launch in fall 2021.
- Member feedback included:
 - i. Asking the question of do we even need a survey, and who the audience for the survey is. Does the survey work?
 - ii. The cost of the current survey vs. the proposed new survey
 - iii. Possibility of real-time surveying
 - iv. What the best use of WSDOT resources are when it comes to CTR surveying
 - v. Potentially removing the behavior questions in the survey, as they aren't as meaningful

Next Steps: Staff will continue to engage the committee as the refresh moves forward. Staff will work with committee members to potentially form a sprint team on unpacking the survey questions and audience. Karen will send an email out to the group sometime next week.

7. GTFS-Flex – Ian Wesley

- Ian Wesley, a member of the Public Transportation Division's data team, introduced himself to the Committee to talk about the current work 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.

Meeting adjourned at 2:45 PM.
