

Transportation Demand Management Technical Committee

Meeting Minutes

May 19, 2020

GoTo Meeting Teleconference

Committee members present (all remote): Mary Anderson, Jennifer Campos, Carol Cooper, Billy Duss, Marshall Elizer, Jennifer Hass, Veronica Jarvis, Jan Ollivier, Karen Parkhurst, Michelle Patrick, Patrick Pittenger, Michelle Rasmussen, Sara Sisco (proxy for Staci Haber), Michael Villnave, Dustin Watson, Bryce Yadon

Committee member(s) excused: Staci Haber

WSDOT staff present (all remote): Alon Bassok, Elizabeth (Liz) Bastian, Ricardo Gotla, Kate Ito, Christie Stelzig, Stan Suchan, Pamela Vasudeva, Michael Wandler

Meeting convened at 12:33 PM

1. Welcome & Opening Remarks – Marshall Elizer

2. Public Comment

- Kate Johnson wanted to address the agenda item on if the CTR program is still relevant. The Commute Trip Reduction (CTR) program, as currently structured, has a proven track record of reducing traffic and congestion in Washington state. The program allows for system efficiencies and opens up conversations with large employers on TDM. While flexibility is important, the program overall has been a success.

3. Vice Chair Selection – Marshall Elizer

- Jennifer Campos will serve as committee vice chair from now until June 30, 2021. Mary Anderson will serve as committee vice chair from July 1, 2021 – June 30, 2022.

4. CTR Program Updates –Pamela Vasudeva

- The final CTR waiver form is completed and available to use. Ultimately, this form will live within the CTR guidebook. The guidebook won't be finalized until July 2020.

5. External Partner Engagement –Pamela Vasudeva & Jennifer Campos

- WSDOT is hosting their quarterly TDM webinar on June 17.
- Jennifer Campos provided an update on the CTR implementers' roundtable. Jan Bowers (City of Vancouver) initiated this group. Over 40 people attended the first meeting, which included conversations about the survey and program results. The next meeting is May 22 from 10-11:30 AM. Meetings will be monthly for the next few months.

6. Mobility on Demand Action Plan Update – Ricardo Gotla and Liz Bastian

- WSDOT’s priority initiatives for mobility on demand have not changed, but staff is engaging partners to do a ‘gut check’ to make sure the action plan remains relevant. This may push the timeline for a draft action plan into July.
- Jennifer Campos, Carol Cooper, Jennifer Hass, and Michelle Rasmussen volunteered to assist in developing the action plan through a sprint team.
- Ricardo provided an update on the Public Records Act study, which is one of the initiatives in the action plan. Mark Hallenbeck at UW has been working on this issue for a while. WSDOT is developing a coalition to advance this issue, including SDOT and Sound Transit. A scope of work has been developed. Uber originally expressed interest in supporting the research project, but as a result of Covid-19 related financial constraints will no longer be a partner. Amazon also expressed interested and expected to support the study. Work will begin this summer. The goal is to develop broad base consent on a policy recommendation, and submit a bill (if needed) for the next legislative cycle.

Next Steps: Staff will follow up with committee members on next steps for the sprint team.

7. The future of transportation in a post-COVID world – Marshall Elizer & Roger Millar

- Marshall Elizer introduced the topic to the committee by asking how the transportation industry in Washington can come out of this better and stronger. What paradigm shifts are needed? Will transit in the future be the same as it was in the past?
- Roger Millar joined the meeting, and shared his thoughts on lessons learned so far and the ‘new normal.’ These included:
 - i. Looking at post-pandemic transportation with a climate change lens. Active transportation and land use will continue to play an important role in decarbonizing the transportation system.
 - ii. The first and last “6 feet” will be the new first and last mile.
 - iii. Service workers are key to a prosperous economy, and our society cannot thrive without affordable housing and transit service for service workers.
 - iv. 50% of WSDOT staff are now teleworking (compared to 11% pre-pandemic). If everyone continued to telework 2 days a week, congestion would be reduced by 40%. We need to bridge the equity divide in expanding telework post-pandemic.
 - v. People are exploring their neighborhoods more. Mixed use neighborhoods allow for active transportation and a stronger sense of security.
 - vi. Freight mobility and on-demand deliveries has increased. How can we decarbonize these?
 - vii. The state is losing an estimated \$100 million a month. OFM has asked for a 15% budget reduction exercise (about \$1 billion) due in June. We need to make our existing systems work better.

8. Committee’s Response to a Changing Transportation Landscape – Ricardo Gotla

- Ricardo shared an update on the statewide telework/essential services transportation sprint team work. Committee members brought up the following considerations:
 - i. Broadband access and the need to expand infrastructure
 - ii. Working with CTR sites to continue offering telework
 - iii. Funding needs for this work
 - iv. Using behavior change theory to promote TDM at large employers as people get back to work
- The committee unanimously voted to amend the current TDM action plan to adjust for COVID-19. This includes adding language to accommodate statewide telework and essential worker transportation, and defer initiatives that are no longer a priority. See the amended TDM Action Plan [here](#).

Next Steps: WSDOT staff will follow up with next steps on the telework and essential transportation initiative sprint.

9. Is the CTR program relevant today? – All

- Members resoundingly expressed that the CTR is relevant today. CTR allows for cost savings, and reduces wear and tear on the roads.
- Members identified a need to be proactive in promoting the benefits of the program moving into the next legislative session.

Meeting adjourned at 2:30 PM.
