

Transportation Demand Management Executive Board Meeting Minutes

February 24, 2021
Teleconference



Board members present (all remote): Dave Andersen, Ken Casavant, Dr. Anthony Chen, Katie Garrow, Ric Ilgenfritz, Laura Johnson, Craig Kenworthy, Dan Mathis, Susan Meyer, Roger Millar, Lua Pritchard, Matt Ransom, Tim Waldrop, Larry Watkinson, Laura Watson, Anna Zivarts

Board member(s) excused: Erik Hansen, Kent Keel, Dave McFadden, Chris O’Claire

WSDOT staff present (all remote): Marshall Elizer, Ricardo Gotla, Brian Lagerberg, Stan Suchan, Celeste Gilman, Debi Viniarski, Julie Meredith, Micheal Wandler, Patty Rubstello

Meeting convened at 10:03 AM

1. Welcome & Opening Remarks – Roger Millar

Roger welcomed board members and reviewed the agenda. Legislative update. Moving bills from house of origin. Conversations about budget and expect legislative budget proposals in March. Discussion of federal direction regarding masks on transit, including Washington State Ferries. Welcome new members: Ric Ilgenfritz, Community Transit; Melanie Troon, Nelson Nygard.

2. Public Comment

Invited public comment. No one chose to participate.

3. TDM Technical Committee Update – Marshall Elizer

Active group meeting monthly. Revisited strategic plan. Set 2021 action plan. Implementing action plan. Decided to hold a retreat in fall 2021. Discussed how to support relationship between TDM Technical Committee and TDM Executive Board. Support legislative discussions on vanpool, multimodal funds, proposed new telework program. Thank you to Board members who attend Committee meetings.

4. State of Transportation and Legislative Session – Roger Millar

WSDOT has been working with the Governor and Legislature for quite some time on understanding the “state of transportation” in Washington state. WSDOT’s website has [more detailed information](#). The focus of Roger’s conversation with the legislature this year was about the hidden costs of not investing enough in transportation and how increases in appropriation for our and other agencies could result in savings to Washington families and businesses. Hidden costs of transportation in the state, e.g. cost of congestion, safety and climate change. \$2.2B per year costs associated with climate change. Every transportation fatality is a terrible tragedy, and also cost our economy \$15B per year, better than three times

what congestion, greenhouse gas emissions, and state of good repair each cost us. As TDM practitioners, we talk about safety and the safety benefits associated with multimodal improvements. Ricardo: also discussions about how to improve CTR.

Craig Kenworthy: Biden administration is going to put in an interim number of \$52/ton for carbon. Encourage our team to keep an eye on that federal process as it plays out. The numbers being discussed in state legislature are about half the \$52/ton. Other suggest it should be much higher, \$125/ton. Roger: WSDOT is part of a consortium of states that strongly recommend that USDOT put reporting requirement back on states.

5. Multimodal Budget Overview – Adrian Down and Veronica Jarvis

Presention was recorded and is located here:

<https://www.youtube.com/watch?v=pdSMoa4Ajug&feature=youtu.be>

Budget resources:

<https://ofm.wa.gov/accounting/fund-reference-manual>

<https://leg.wa.gov/JTC/trm/Pages/Transportation-Resource-Manual-2019-Update.aspx>

Matt Ransom: Any information about where current budget proposals are going with regards to TDM? Roger: four proposals floated thus far (Hobbs, King, Saldana, Fey). Limited information and details available. WSDOT serves as subject matter experts to legislators. We support the Governor's budget proposal. Expect legislative budgets next month. Matt: please share budget information as it emerges.

Dave Anderson: Heavy reliance on bonds in the last few revenue packages. That requires a long range revenue forecast. Has the discussion this time included effects of electrification on gas tax revenue? Is it affecting discussions in the legislature? Veronica: some indication that legislators are interested in shifting away from bonds and the associated uncertainty in forecasting. Roger: packages are a mix of gas tax, carbon tax, sales tax. Legislature and Transportation Commission testing road user charges. Concern at state and nation levels about the future of the gas tax. Conflicts between some policy goals (vehicle miles traveled reduction, greenhouse gas emissions reduction) and gas tax revenue needs.

Ana Zivarts: How much is WSDOT currently spending on maintenance and preservation annually? Roger: Maintenance - \$500M, needs to grow by \$200M per year to keep up with new facilities. Preservation - \$1.85B need. Currently spending \$890M. Annual deficit of \$935M.

Craig Kenworthy: Could WSDOT and Ecology analyze gas tax related to the trajectory set by climate goals. If we are on track for climate goals, how would that affect the gas tax revenue stream. It'd be helpful to ensure that new revenue proposals are Multimodal Fund eligible.

Anthony Chen: Options for this group or the TDM Technical Committee to support social marketing. We might want to emphasize the health equity and racial justice components. Roger: follow up with housing and transportation cost indices info out to the Board.

Laura Watson: Will the gas tax still apply to low or no carbon fuels. Roger: get back with more specific response.

6. WSDOT Telework – Roger Millar and Stan Suchan

WSDOT telework goals post-pandemic is 30-40%, was 6-12% pre-pandemic.

Primary goals are to become an employer of choice and being a competitive in the marketplace. Potential savings, e.g., reduced facilities, are secondary.

What's working well: 1) Internal surveying demonstrates high WSDOT employee satisfaction, despite pandemic related challenges, e.g., children at home, lack of social engagement; 2) Supervisors are happy with employee productivity; 3) IT is adapting, e.g., providing new services and updated technologies; 4) agency is demonstrating ability to learn, try new approaches, measure, and adapt while staying focused on safety and customer service.

For more detailed information on WSDOT telework goal analysis and policies:

- **WSDOT Telework Directives:**
<https://drive.google.com/file/d/1aQwfNVwj6Ss3GF84ranNyVfJcrxTchmm/view>
- **WSDOT telework target analysis:**
<https://drive.google.com/file/d/1307HnISBag1aPmth5GGTUNXSgp3dGCcs/view>

7. Kate Lister, Global Workplace Analytics President – Business Case for Remote Work Post-pandemic presentation (<https://drive.google.com/file/d/15BPht1QJ0Z5fwLnFG-YWXKq0IWDde64R/view>)

Background: Less than 4% of office workers worked from home half time or more before the pandemic. Mismatch between people who could telework and people who wanted to. Today, telework is expanded more broadly to office workers. More than half of these workers are new to telework. 85% productivity same or better, survey of workers and managers. Similar satisfaction rates for work at home or in office. Equally productive. Offices preferred for collaboration. 2-3 day per week is the sweet spot for employees and employers. Employers: \$11k per employee savings per year at half time telework. People: Saves time, money, and health. Planet: Increased telework is greenhouse gas equivalent of taking the entire NY workforce off the road, including induced driving. Society: brings new opportunities to populations that wouldn't otherwise have the opportunity – rural, people with disabilities, military spouses. Challenges: Pandemic telework is not normal telework. Lack of team dynamics. People are overworking. Equity questions and what do you do for people who can't?

Ric: Do you have thoughts on the state of the research on the additional stresses people are feeling? Kate: Huge employer attention to the mental health side of everything going on that affects employees. Hard to disconnect telework from pandemic. People value the ability to flex their time. We're seeing a lot of that.

Matt: Observations: A lot of the research is assembling perspective from employees, not employers. Also wondering about the 2-3 year look out. We're operating on reserve capacity now – relationships, existing teams – what does the longer term look like? What does this

say about the future of the 40 hour work week? Kate: companies are redesigning offices spaces for collaboration. Home is a better place to focus. Employers are creating office environments that are better for people as whole beings. In every study we do we parse by managers and non-managers. The concept of satisfaction and productivity is within one or three percentage points. Need to teach people to manage by goals, not attendance. Down the road we can learn from all-virtual companies, like Github. They rely upon asynchronous communications. Who said the water cooler was the best way to collaborate anyway? Let's improve it. Technology will help. We may be using some digital tools too much right now.

Susan Meyer: What are the things I can do as a CEO to support a culture where many employees can't telework but others can. How do we create connection and satisfaction between managers and employers. Kate: free training is available. Github has their employee manual online. They get into details. Regular conversations about culture and purpose – intentionally. Also broader conversation about flexibility and trust. Avoid creating a culture of haves and have nots. Think about those things.

Dave Anderson: pre-pandemic – primary use of space was focus work. If the primary function of the physical office is collaboration, how do you configure that space? Kate: move toward activity based working. Touch down space, but employees are active throughout the day. Think about sound barriers, areas more like a coffee shop. We'll probably go overboard on collaborative space – so there will need to be spaces for focused work.

8. Closing remarks – Roger Millar

Roger: Possible fall TDM Technical Committee retreat – think about whether you would want to participate.

Meeting adjourned at 12:03 PM.
