

Transportation Demand Management Technical Committee Meeting Minutes

August 26, 2021
Teleconference



Committee members present: Alan Adolf, Mary Anderson, Jennifer Campos, Zach Carstensen, Carol Cooper, Jennifer Hass, Jan Ollivier, Karen Parkhurst, Michelle Rasmussen, Staci Sahoo, Heidi Speight, Kim Stolz, Michael Villnave, Bryce Yadon

Committee members excused: Jenna Forty, Dustin Watson

WSDOT staff present: Liz Bastian, Ricardo Gotla, Brian Lagerberg, Debi LaVaque, Carol Thompson (consultant)

Meeting convened at 10:33 AM

1. Welcome and icebreaker – Marshall Elizer

- a. Marshall welcomed the committee back from summer break,
- b. Welcomed and introduced Zach Carstensen to the committee. He's filling Billy Duss's seat as an employer representative.

2. Feedback on CTR Law Update 2021

- a. Committee members and members of the public broke out into small group to provide WSDOT feedback on top two strengths and two needed improvements of draft report. Results are summarized below.

Report strengths:

- i. Mentions congestion as a focus. The strategy of concentrating growth in centers and addressing congestion through CTR makes land use and transportation more efficient.
- ii. The way that the existing material is organized is fine.
- iii. Good that we are acknowledging the changing world.
- iv. Brief, started with a focus on change
- v. High level overview, clear and concise
- vi. Being nimble is also good.
- vii. Entire document denotes nimbleness and flexibility. Everyone is still adjusting, and it's clear this CTR program can and will adapt as the industry stabilizes.
- viii. Clear that we're working with legislature; like the Next Steps section and the direction this is heading in.
- ix. Practical solutions language, it is familiar to WSDOT staff and partners
- x. Use of data to back up that only 4% in state are CTR affected and page 3 success of CTR worksites.

- xi. Challenges - document the change in our situation
- xii. Great documentation of results

Areas for improvement:

- i. Access in economically disadvantaged areas - concern about whether people with low-income can afford fares, look at free rides or expanding reduced fare parameters
- ii. Use of word expand in existing areas intensification option wasn't clear enough - do more in areas we're already in might be a way to plain talk this
- iii. It names options for how the program should change, followed by touting of the success of the existing program, without showing how the options for change would continue or enhance that initial program success.
- iv. It lacks a "why" or a purpose statement at the beginning - Why is this report being done? Why are program changes being considered? What is the story or background of how this directive came about?
- v. More concrete action items (with marked up RCWs) attached to funding.
- vi. How our success in the program is tied to other transit and active transportation grant funding.
- vii. Build more off the impacts of the pandemic and how to capture the progress made in telework
- viii. Many unknowns of future. In section, "need for nimbleness", it's not clear on what this means for the transit industry. We are the industry, and we should set the vision of what it would look like.
- ix. All low-income communities. We're shifting burden to those that cannot afford it. Need to ensure there are incentives and access to programs, which takes funding.
- x. Need a clearer, larger call-out that the program needs more funding. For example, CTR programs must comply with the law, but paying for it comes from affluent companies. If low income will benefit, someone has to pay for it and that burden shouldn't fall on the low-income worker or the low-income employer.
- xi. Use context sensitive solutions, not nimbleness on page 1. We aren't sure that nimbleness is the right word.
- xii. Page 3, bulleted list is not flexible or innovative, it's business as usual. Show examples of actual flexible and other best practices projects.
- xiii. Vagueness on what will change – how do the top 3 solutions work together, don't seem to tie to challenges
- xiv. Address need for new funding

Group discussion:

- i. Three areas of expansion or change: spend time talking about them and how they relate to each other, need for clarity and further exploration. Seems like we want to do everything. Core program plus growth to all these other places. Silent on funding and how we achieve that. Put the funding question on the table.
- ii. Alternate approach: HEAL Act for TDM -- apply principles to all state efforts
- iii. Need to tie resources to expansion - concern about do more with same resources
- iv. Public sector price tag for expansion that won't attract employer investment will be higher than current program

- v. Not yet clear enough that options include non-commute trips
 - vi. We're the experts and should be telling them what they should do. Initial report: changed conditions and direction. Nervous about providing a menu. We should make a recommendation about what should be changed and how.
 - vii. Consider different wording for "historically disadvantaged" or "economical distressed" communities - priority populations?
 - viii. Emphasize access in economically distressed areas for all trip types
 - ix. Mix of expand to rapid growth areas / outside peak hour commutes and geographic expansion
 - x. Are we missing an opportunity to integrated into all projects ala the Healthy Environment for all - HEAL Acts example. Why is TDM being called out separately to address these challenges? Shouldn't it be integrated into all of the transportation element? Should we be looking at maintaining the CTR law and nesting into every project?
- b. Next steps: Staff will organize and analyzing data to include in updated report before presenting to TDM Executive Board.
- 3. Capture compressed workweek in new CTR survey tool – Stan Suchan and Liz Bastian**
- a. Stan presented proposed methodology of capturing compressed workweek in updated CTR survey tool.
 - b. Group approved WSDOT recommended approach.
- 4. Public comment**
- a. None
- 5. Meeting adjourned at 12pm**