

# Transportation Demand Management Executive Board



## Meeting Minutes

February 22, 2022  
10:00 AM – 12:00 PM  
Teleconference

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**Board members present:** Dave Anderson, Dr. Anthony Chen, Celeste Gilman, Latisha Hill, Ric Ilgenfritz, Kent Keel, Charles Knutson, Susan Meyer, Dave McFadden, Roger Millar, Lua Pritchard, Laura Watson

**Board member(s) excused:** Ken Casavant, Katie Garrow, Erik Hansen, Laura Johnson, Matt Ransom, Chris O’Claire, Kathy Strange, Melanie Truhn, Larry Watkinson, Anna Zivarts

**WSDOT staff present:** Tanna Avila, Marshall Elizer, Ricardo Gotla, Stan Suchan, Carol Thompson (consultant)

### Meeting convened at 10:05 AM

#### 1. Welcome and opening remarks – Roger Millar

- a. Craig Kenworthy has retired. Kathy Strange, Air Resources Division Director, will represent Puget Sound Clean Air Agency on the Board.
- b. Welcomed Letisha Hill, Vice President of Community & Economic Vitality, Avista Corporation, to the Board. Letisha introduced herself.
- c. We invited the governor to attend this meeting. He’s away on travel today but has a hold on his calendar for our May 24 meeting.

#### 2. Public comment

- a. No public comment was submitted.

#### 3. House CTR work session report out – Roger Millar and Ricardo Gotla

- a. Thanked participants who served on the work session panel: Matt Ransom, Executive Director, SW Washington Regional Transportation Council; Erin Braich, Transportation Planner, Ben-Franklin Council of Governments; Jon Scholes, President & CEO, Downtown Seattle Association; Abby Griffith, Fellow, Disability Mobility Initiative; Ric Ilgenfritz, Community Transit.
- b. Additional CTR funding is currently included in new law funding package that is being considered by both Senate and House.
- c. Roger mentioned the importance of communicating the value and need of trip reduction and transportation demand management to the legislature.

**4. Transportation new law budget proposal 2023 – Roger Millar**

- a. Move Ahead Washington transportation funding proposal/package is a change from past budgets regarding increased funding for preservation, maintenance, and multimodal transportation. Funded through a variety of non-gas-tax revenue sources. Goal is to have everyone under the age of 18 to ride transit and Amtrak fare-free. Focus on environmental justice.
- b. Increased investments for TDM and commute trip reduction, active transportation, special needs transit, safety, Washington State Ferries, fish passage, matching funds for any federal high speed rail funding that may become available, and green public transportation. Investments in highway preservation and maintenance to reduce backlog.
- c. Group discussion: what are board members' thoughts on the new law/budget? Discussion of high expectations for transit, multimodal transportation investments, climate, and equity. Discussion of private sector role in implementation of this transportation package if it passes. State and local governments will need to rely upon public/private partnerships and collaboration with transit agencies and others. We will all be challenged to deliver – to get things on the ground and deliver for the public. Focus on delivering mobility/advantages for people we serve. Connections among land use policy, transportation policy, housing policy. TDM Board has not had direct conversations with Idaho, but WSDOT's Eastern Region, Spokane Transit and others work regularly with Idaho. Affordable housing and the need to drive to qualify for a loan. Comments about legislative investments in local land use related to affordable housing and economic development. Challenges associated with coordination, tradeoffs, and making it all fit together.

**5. Statewide approaches overview – Ricardo Gotla**

- a. Reviewed previously developed and approved commute trip reduction emphasis areas and [one page handout](#).

**6. Evaluate statewide approaches – Small group exercise**

- a. Stan Suchan and Carol Thompson provided small group overview and brief instructions. Reviewed three program expansion approaches that small groups will evaluate.
- b. Post-small group exercise discussion:
  - i. Lack of data might require value-based investment decisions until more data about telework and travel patterns emerge.
  - ii. Need to focus on disadvantaged populations and their needs versus higher income, higher advantage populations.
  - iii. Recognize that if we want to spread this around for more geographic equity trips will be more expensive in rural/less dense areas. We should learn from rural transit – each trip costs a lot more than urban transit.
  - iv. Overall complexity and value of focusing on specific geographic areas to address complete trips, each of the links in the chain of trip making. Resourcing for organizations to be able to apply for funding, it's a barrier. Flexibility needed to identify communities that could use funding without application.
  - v. Link up TDM investments with infrastructure changes create great opportunity for habit change. Pair TDM changes with infrastructure investments.

- vi. Who has the hammer? Cities and local agencies don't want to enforce program requirements. Should the state enforce CTR/TDM?
- vii. Roger mentioned that small group exercises like this facilitate policy decision making, and relationship building between board, committee, and staff member. Encouraged more in future board meeting.

**7. Meeting adjourned at 12:00pm**