

# Jefferson Transit Authority Board

## Remote Special Meeting Minutes

Tuesday, May 18, 2021, 1:30 pm

63 4 Corners Road, Port Townsend, WA

### CALL TO ORDER/WELCOME

The meeting was called to order by Jefferson Transit Authority (JTA) Board Chair Kate Dean at 1:31 p.m. Other members present were Vice Chair Ariel Speser, Greg Brotherton, and Heidi Eisenhour with David Faber excused. A quorum was present.

### STAFF PRESENT

General Manager Tammi Rubert, Finance Manager Sara Crouch, Operations Manager Nicole Gauthier, Mobility Manager Miranda Nash, Facilities and Maintenance Manager John Bender, Grants and Procurement Coordinator Jayme Brooke and Executive Assistant/Clerk of the Board Sj Peck.

### PUBLIC COMMENT

There was none

### NEW BUSINESS

#### a. Local 20/20 TLAB Presentation (Attachment A)

Cindy Jayne, David Thielk, Scott Walker, and Rebecca Kimball of Local 20/20 TLAB presented on the following:

- Recent Greenhouse Gas (GHG) Inventory re Transportation
- Shared Goals
- GHG Reduction Modeling Scenarios
- Potential Community Carbon Reduction Targets
- Other Policies to Help Support Transit
- Examples of Innovation in the Rural Setting
- Opportunities for Grants and Collaboration
- Co-benefits of an Expanded Transit System

Heidi Eisenhour arrived at 1:55 pm.

Discussion ensued about adding GHG reduction targets to the Long Range Plan (LRP), multimodal transportation, and a cost and benefits analysis of the Kington route versus doubling south county routes. Additional modeling was offered by TLAB to analyze cost and benefits.

Accessibility and barriers to outlying rural communities in Jefferson County were discussed. Policy changes can be made based on these topics. Convenience and disincentives are thought to be key factors in increasing ridership.

Comments were made about difficulties understanding the Tri-area routes and hours of operation. JTA is open to input on changes to the schedule and ways to make transit more accessible to riders.

**b. Fehr & Peers Presentation (Attachment B)**

Daniel Dye and Aaron Gooze of Fehr and Peers presented on the following LRP survey results:

- Online Open House Recap
- Service Standards for JTA

Discussion ensued on survey respondents and types of preferred service. Fehr and Peers can provide more detail on the geography of the survey respondents. Coverage elements and availability of service generally produced higher rankings over increased route frequency.

JTA charter rules were questioned. JTA is allowed to provide charter service after other available charter services refuses to provide service. This usually takes JTA out of the running.

A suggestion was made to add a separate Recreational Service Standard to include transportation to state parks, the Olympic Discovery Trail, and other natural areas. Non-car dependent itineraries for recreational travel to the Peninsula was also recommended. JTA will ask to be included on recreational trail flyers.

A suggestion was made to add support for other organizations in the LRP.

Non-rider survey response was questioned. About 30% of survey respondents were not bus riders. JTA sent out mailers to everyone in Jefferson County, including non-riders.

Discussion ensued about the number of bicycles on busses. Bicyclists may find bus riding challenging due to lack of space for the bikes on buses. A suggestion was made to remove bus seats and add hanging racks to allow for more bicycles. JTA has ordered bike racks to change outside capacity from two to three bikes per bus. JTA will continue to explore options to increase bicycles on buses.

A location specific schedule and real time app was suggested.

Heidi Eisenhour left at the meeting at 4:58 pm.

Discussion ensued on the LRP as an opportunity to set the vision of transit and provide wanted community services. The Citizens Advisory Committee, Climate Action Committee, and other local organizations can help promote this vision.

A copy of the TLAB presentation was requested. JTA will send the presentation to all CAC and Authority Board members.

Fehr and Peers will coordinate with JTA to figure out goals that align with funding and projected population growth.

A suggestion was made to add Mountain View Commons to the LRP Service Standards.

Nickel to gallon gas tax and a parking tax was discussed.

**PUBLIC COMMENT**


There was none

**ADJOURNMENT**

The meeting was adjourned at 3:25 pm. The next regular meeting will be held Tuesday, June 15, 2021, at 1:30 pm at 63 4 Corners Road, Port Townsend, WA.



SJ Peck, Clerk of the Board



Date

Attachment A

# Transit Authority Board Special Meeting Presentation

Local 20/20 Transportation Lab - May 18, 2021

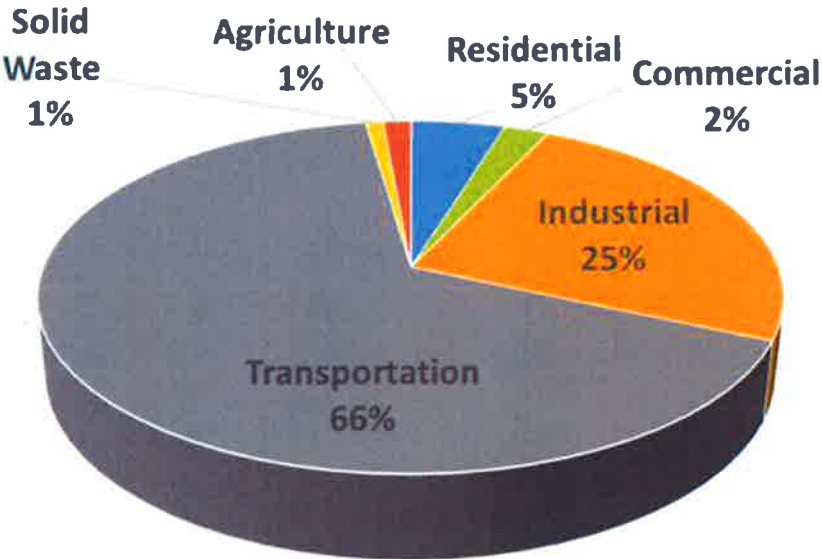


## Agenda

- Recent Greenhouse Gas (GHG) Inventory re Transportation
- Shared Goals
- GHG Reduction Modeling Scenarios
- Potential Community Carbon Reduction Targets
- Other Policies to help Support Transit
- Examples of Innovation in the Rural Setting
- Opportunities for Grants and Collaboration
- Co-benefits of Expanded Transit



# Jefferson County 2018 Greenhouse Gas (GHG) Inventory



2018



## Jefferson County Transportation Trends from 2005 to 2018

- Vehicle Miles Traveled Increased 19%
- Miles driven per capita increased 6.3%
- Population increased 12%
- Licensed drivers increased 19%
- Registered vehicles increased 25%



## Local 20/20 Mission Statement

**Working together**

**toward local sustainability and resilience –**

**integrating ecology, economy and community**

**through action and education.**





## Transportation Lab Goal Statement

The goal of the Transportation Lab is

to move people in healthy and environmentally responsible transportation modes

through the creation of policies

that make walking, bicycling, and using transit or shared vehicles people's the first and easiest transportation choice.



## Jefferson Transit Authority Mission Statement

To provide reliable, safe, comfortable public transportation service in Jefferson County

which is cost-effective,

reduces energy consumption, and

contributes to the cultural and economic betterment of the residents of Jefferson County.



## Transit and Transportation Lab Shared Goals

From 2020-2025 Jefferson Transit Transportation Development Plan: “Jefferson Transit encourages and considers a variety of methods and ideas to promote the reduction of single occupancy (SOV) vehicle use such as:

- Carpool, Vanpool, Bus, Bicycle, or Walk
- Encourage Rideshare Online ...
- Continue to market and expand the Vanpool program
- Work with local employers to offer incentives
- Work with the Jefferson County Climate Action Committee to develop ways to reduce SOV use ...”



## Modeling Scenarios - GHG Reduction

Name	Scenario details	VMT Reduction (miles)	GHG red. (metric tons)
Weekday Kingston Ferry to Port Townsend	Two round trips per day Monday-Friday; 30 passengers; assume 1.7 passengers per vehicle	300,050	82.23
Weekend Tourist Run	Running 5 round trips per weekend 35 weekends each year; 30 passengers; assume 1.7 passengers per vehicle	89,930	24.63
Festival Scenario - Bainbridge and Kingston Ferries	Thirty annual additional round trips between ferries and Port Townsend coinciding with the largest of the festivals, ie Wooden Boat, Thing, Centrum festivals	36,040	9.88



## Modeling Scenarios - GHG Reduction - Idealized Commuter

Scenario details	VMT Reduction	GHG red. (metric tons)
All commuters ride transit one day per week	15,045,264	5672
All commuters ride transit three days per week	45,135,792	17,016
All commuters ride transit five days per week	75,226,320	28,360



## Community Carbon Reduction Targets and the Long Range Plan

- Set in three to five year intervals
- Based on increasing transit mode share capture over time
- Developed to address both commuter and visitor/tourist mode share (different strategies)
- Based on greenhouse gas and motor vehicle travel data



## An Example of Transit Carbon Reduction Targets

Year	Target VMT Reduction (miles)	Target GHG Reduction (metric tons)
2024	1,500,000	567
2028	3,000,000	1,134
2032	4,500,000	1,406
2036	6,000,000	2,269
2040	7,500,000	2,836



## Community Carbon Reduction Targets and the Long Range Plan

### Meeting GHG reduction targets:

- Requires collaborating with other policy makers
- Requires policy changes at the city and county level
- May require a combination of policy incentives and disincentives



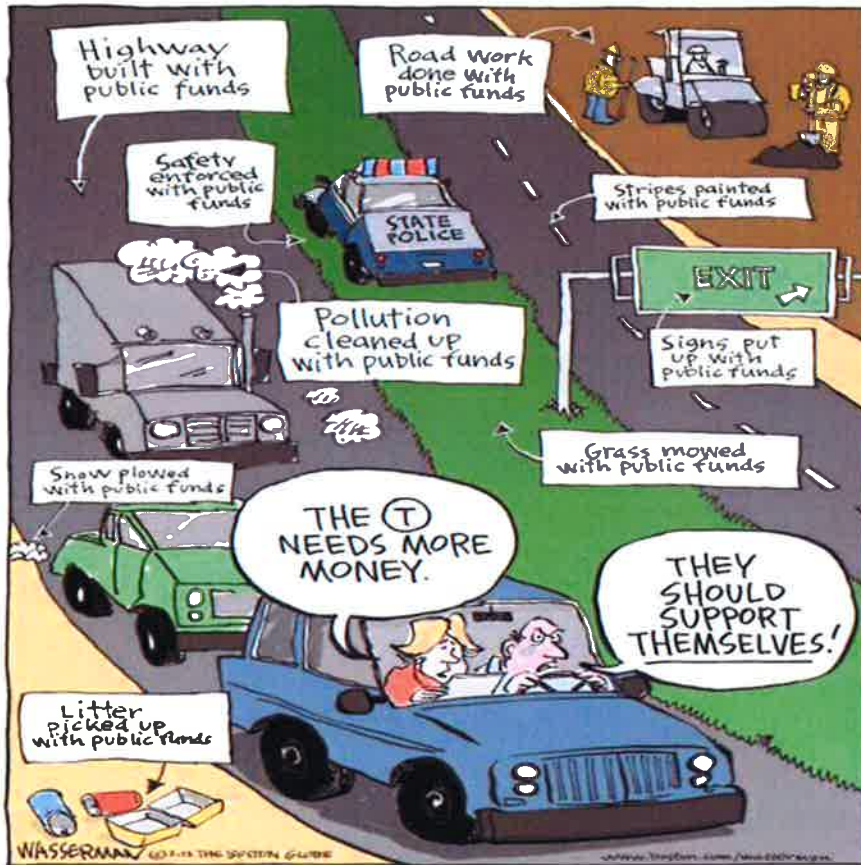


Policy is Key!

A community that addresses its GHG emissions will naturally be walkable, bikeable, and rich with public transit.

From those traits flow many of the values of a great community.





To address the 66% of our GHG emissions:

- Eliminate driving subsidies
- Invest in people walking,
- Invest in people biking,
- Invest in people using transit



## Policy Examples to Make Transit the Mode of Choice

Zone for density and mixed uses.

Upgrade street standards to make transit convenient and ensure safe walking and biking access to/from transit.

Implement the WAC allowed \$0.05 local fuel tax for additional transit funding.

Reduce/eliminate ubiquitous and free motor vehicle parking.

Develop a managed/fee based parking plan for the dense commercial zone.



# Downtown Port Hadlock



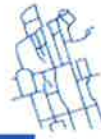
### WALKABILITY

Parking spaces break up the urban fabric and can create hostile environments for pedestrians and cyclists.



### LAND USE

More space for cars, means less space for productive uses (commercial, retail, residential).



Parking minimums also influence...

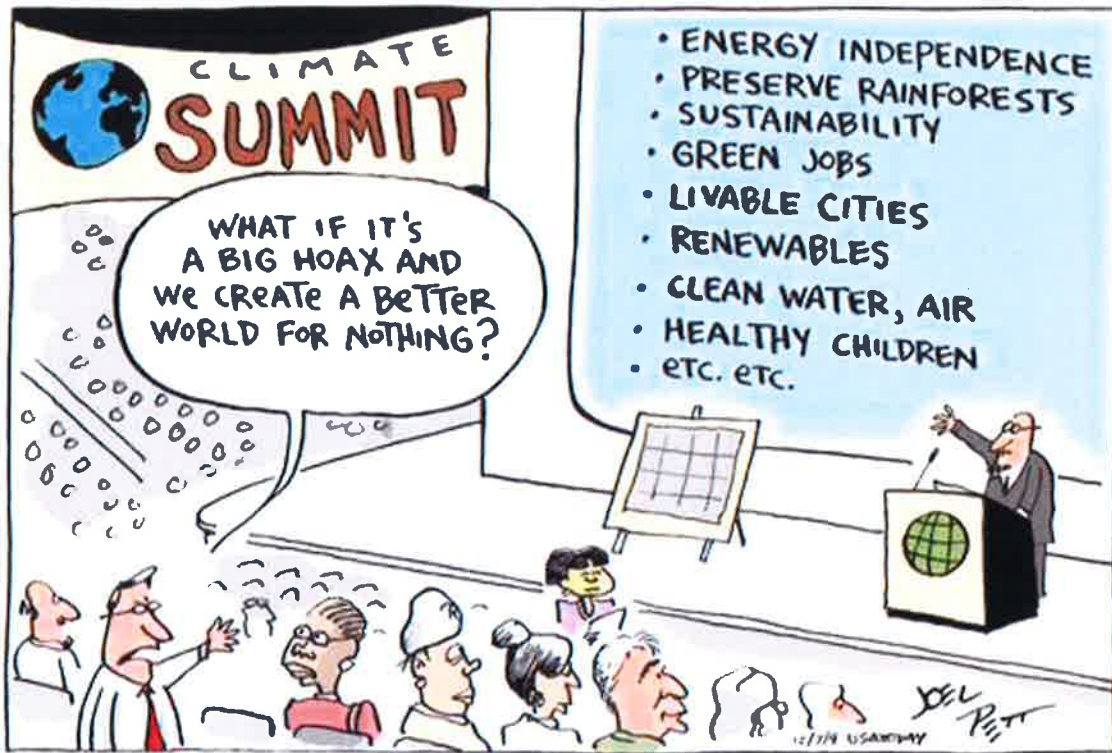


### SUSTAINABILITY

Spreading out our urban form makes other forms of transit (walking, biking, public transit) less viable, while inducing demand for cars & emissions.

### TAXES

Spreading out our urban form means costly new infrastructure & more road maintenance for the city and tax payers.



## Innovation in the Rural Setting - From Innovative Rural Transit Services (2011)

“Ben Franklin Transit, in rural central Washington State, operates a vanpool program that has successfully grown to become the fourth largest in the nation...”

- Riders are charged a fixed cost plus per mile rate that covers costs
- Includes a guaranteed ride home that allows vanpool users to call Transit and get an emergency ride home if needed.
  - Could also support carpoolers, transit users, etc.
- Some employers help subsidize the vanpool costs for their employees.





## Innovation in the Rural Setting

- Some rural systems have used a hotel tax to help fund transit.
- Transit in rural North Carolina worked w/ the county, local businesses and nonprofits, to write grants, purchase new buses, and launch 4 new flex routes.
  - Focused on low income and affordable housing as bus stops.
  - Saw ridership increase 70% in one year.



## Opportunities for Grants and Collaboration

Leverage the Climate Action Committee (CAC) grant research team, w/ Jefferson Transit, Local 20/20, and other CAC organizations, to identify grants and consider partnership opportunities.

Discussion at 5/11 CAC included possible grant to cover an employee commute reduction program, etc.

Would Jefferson Transit be interested in such partnerships?



## Increasing Transit Ridership Creates a Healthier and More Equitable Community

### Health and Safety:

- Reduction in number of injuries
- Decreased pollution
- Increased physical fitness
- Improved access to medical care and shopping



Increasing Transit Ridership  
Creates a Healthier and More Equitable Community

Equity:

- Improved access
- Reduced costs
- Increased opportunity to reduce individual carbon footprint



## More Co-benefits of an Expanded Transit System

**Economy:** Increases business opportunity, productivity and household disposable income

**Multi-generational Needs:**

- Younger generations prefer multimodal transportation
- Older individuals want safer more convenient travel



## Request

Include Greenhouse Gas Reduction Targets based on Transit Mode Share to the Long Range Plan

Advocate for Policies that make Transit more Convenient

Actively Collaborate with Local Government Agencies and other Organizations on Reducing our Community's GHG emissions



## Discussion



## Local 20/20 TLAB

### References and Resources:

1. [Jefferson County Recent Greenhouse Gas Inventory](#)
2. National Academies of Sciences, Engineering, and Medicine 2011. Innovative Rural Transit Services. Washington, DC: The National Academies Press.  
<https://doi.org/10.17226/14605>



Attachment B

# **Jefferson Transit Authority Long-Range Plan**

**Board Meeting**

**May 18, 2021**



## Agenda

1. Recap of online open house
2. Service standards for JTA

## Online Open House Recap

Ranking of metrics (most to least important)

- 1. Access to opportunities**  
(how many jobs and services can be reached via transit?)
- 2. Proximity to service**  
(how many people are within walking distance of transit?)
- 3. Ridership metric**  
(how many additional riders per additional hour of service)
- 4. Rider experience**  
(walk time, wait time, and transit travel times reduced)

## Online Open House Recap

Ranking of targeted service concepts (most to least favored)

1. Kingston Ferry connection
2. Later evening service
3. Sunday service
4. Split the Tri-Area route

## Online Open House Recap

How should JTA prioritize future service? (most to least important)

1. Later evening service
2. Expand transit to areas without current service
3. New service to the Kingston Ferry
4. Sunday service
5. More frequent service in the Tri-Area
6. More frequent service in downtown Port Townsend

## Online Open House Recap

Using the slider below, please indicate what level of transit service **growth** and **revenue collection** you'd support over the next twenty years to improve JTA service:

Maintain current services

Improve services to match growth & demand

Improve services faster than growth & demand

Average score:  
7 out of 10

7

[Clear](#)

FEHR & PEERS

BCU ALLIANCE

ECONorthwest  
ECONOMICS • FINANCE • PLANNING

## Service Standards for JTA

**Service standards** will help JTA staff develop and prioritize new service, as revenue and other constraints allow.

They can serve as both goals and guidelines.

## Service Standards for JTA

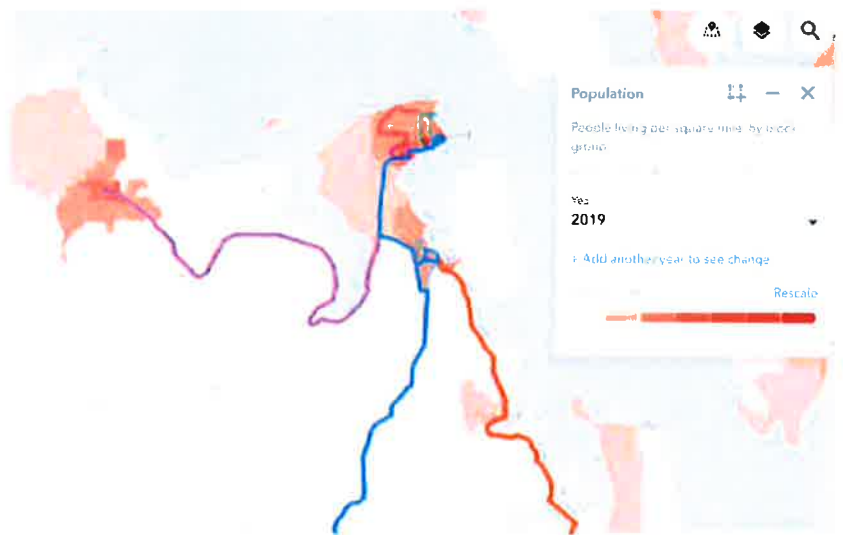
**Population Density** varies across the county. More dense areas support more transit service.

Port Townsend: 1,165 people/square mile

Port Hadlock/Irondale: 520 people/square mile

Rest of Eastern Jefferson County: 50 people/square mile  
(Uninhabited areas removed from calculation)

Density → frequency level standard  
Does a denser area within a low-density area receive service?





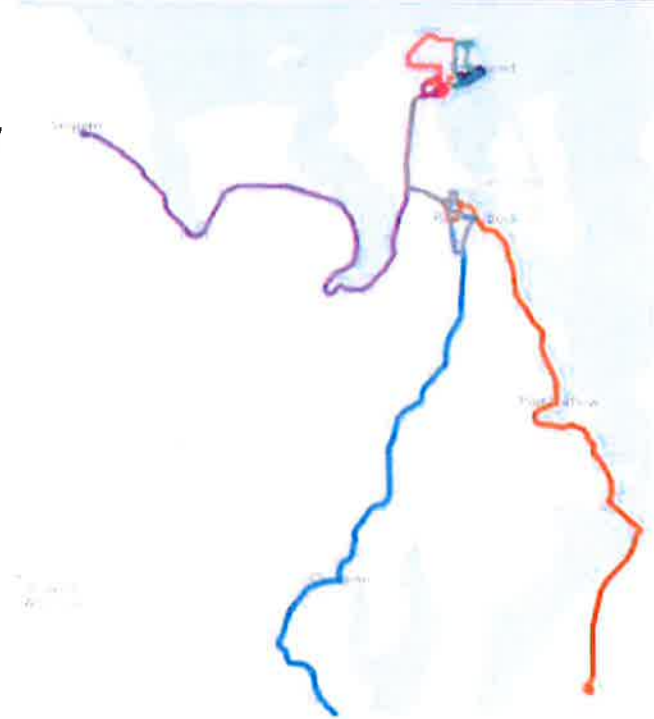
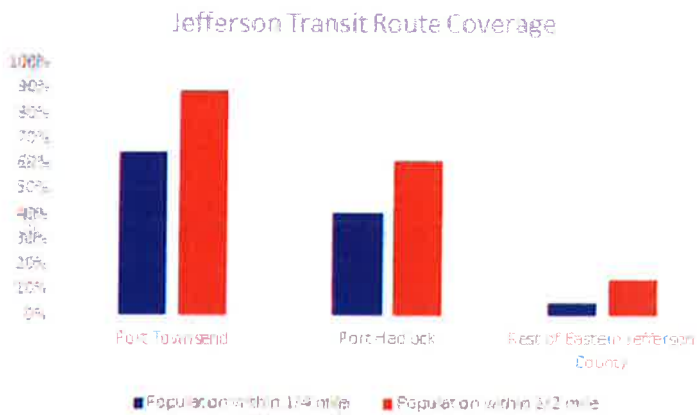
## Service Standards for JTA

Frequency	Port Townsend	Port Hadlock	Rest of Eastern Jefferson County
30 min	Route 4 Upper Sims		
30 min-1hr	Route 2 Fort Worden Route 3 Castle Hill/Cook Ave Route 11A Port Townsend Shuttle Loop A Route 11B Port Townsend Shuttle Loop B		
90 min	Route 6B Tri-Area Loop B Route 7 Poulsbo/Port Ludlow	Route 6B Tri-Area Loop B Route 7 Poulsbo/Port Ludlow	Route 7 Poulsbo/Port Ludlow
2 hr	Route 1 Quilcene/Brinnon Route 6A Tri-Area Loop A	Route 1 Quilcene/Brinnon Route 6A Tri-Area Loop A	Route 1 Quilcene/Brinnon
3 hr	Route 8 Sequim		Route 8 Sequim

As density increases, routes become more frequent as resources allow

## Service Standards for JTA

**Coverage** tells us how much of the population in an area is within  $\frac{1}{4}$  or  $\frac{1}{2}$  mile of existing transit, hard to set a goal because of rural nature of Jefferson County



## Service Standards for JTA

- Regional Connections
  - As the hub of the Olympic Peninsula, Jefferson Transit will continue to cooperate with our neighboring transit agencies and coordinate connecting services.
- Goals
  - Timing of connections- strive to align with neighboring agencies to reduce wait times within route constraints
  - Tighten up connections where transfer location amenities are lower

## Service Standards for JTA

- Connections to other modes
  - Jefferson Transit will prioritize connections to other forms of transit, multi-modal connections such as active transportation (trail connections, bike/walk paths such as the Olympic Discovery Trail, connections to walkable downtown Port Townsend, etc.) and ferry service in order to enable car free connections to recreation and tourism.
- Tourism related goals
  - Jefferson Transit will work within the rules regarding charter service to provide access to tourism destinations within the JTA service area. This could include such locations as cider farms, agritourism, and farm tours, as well as local festivals and events.

## Service Standards for JTA

- Major trip generators
  - Jefferson Transit will work to increase service frequency and service span to major trip generators, such as the following:
    - Hospital
    - Port Townsend Library
    - County Library
    - Grocery stores such as Safeway/QFC
    - Goodwill
    - DSHS office
    - Water Street retail and restaurants
    - HJ Carroll Park
    - Service and housing providers like Bayside Housing
    - Community Center
    - YMCA

## Service Standards for JTA

- Greenhouse Gas Emissions (GHG)
  - JTA will continue to explore alternative fuel source vehicles to improve on the greenhouse gas emissions of the current biodiesel bus fleet, improve multi-modal connections to reduce individual vehicle trips, and increase availability of electric vehicle charging at JTA park and ride lots.
  - Support community organizations that are working to reduce transportation GHG emissions in Jefferson County.

## Service Standards for JTA

### Discussion:

- Do these standards resonate with you?
- What is potentially missing?
- How does the CAC prioritize each of these items?
  - Density aligning with frequency
  - Greenhouse Gas Emissions (GHG)
  - Major trip generators
  - Tourism
  - Connections to other modes