

Jefferson Transit Authority Citizens Advisory Committee Remote Meeting Minutes

Wednesday, May 12, 2021, 3:30 pm
63 4 Corners Road, Port Townsend WA

CAC Board Members Present: Debbie Jahnke, Brandon Maxwell, Viviann Kuehl, Darrell Conder, Anne Metcalfe, John Nowak, Brenda McMillan, Tim Caldwell, and Scott Walker. A quorum was present.

Authority Board Member Present: Jefferson County Commissioner Kate Dean.

Staff Present: General Manager Tammi Rubert, Finance Manager Sara Crouch, Fixed Route Operations Manager Nicole Gauthier, Mobility Operations Manager Miranda Nash, and Executive Assistant/Clerk of the Board SJ Peck

CALL TO ORDER/WELCOME

The meeting was called to order at 3:36 pm by Committee Chair Debbie Jahnke.

Scott Walker was welcomed as a new member of the CAC.

PUBLIC COMMENT

There was none.

CINDY JAYNE GREENHOUSE GAS (GHG) REPORT Attachment A

Cindy Jayne presented on the following:

- Overview of Recent Greenhouse Gas (GHG) Inventory Report re Transportation
- Modeling Results if GHG Reduction Strategies Related to Transit
- Possible Service Standards related to Transit

A suggestion was made to add a 10% goal to reduce tourism traffic emissions by encouraging bus and boat travel.

It was noted that the passenger boarding number is off in the GHG report as compared to the Jefferson Transit number.

FEHR & PEERS LONG RANGE PLAN (LRP) UPDATE Attachment B

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

- Online Open House Recap
- Service Standards for JTA

Questions were asked about submitting density change information in the LRP in regard to the Port Hadlock sewer project. The service standards are used as a framework to guide decision making, not for specific projects. As density increases, routes become more frequent as resources allow.

Questions were asked about passenger miles and frequency versus distance for reducing GHG emissions and. There is a tradeoff of coverage versus bus trip length. This can depend on the amount of passengers per hour and passenger miles per hour. Connections and frequency are also taken into consideration.

A suggestion was made for a focus on shuttle service in the Tri Area.

There was discussion about the metrics of bike accessibility to bus stops, possible bike locker locations, and bike racks on buses. Calculations to show changes in the metrics can be included in the software. This data wouldn't show locations for bike lockers. Ridership demand, safety, and connection need to be considered for bus locker infrastructure.

There was a comment that JTA seems to go further than other bus agencies to connect.

Proximity to walking distance was clarified. A quarter to a half mile is generally considered for walking distances.

A comment was made about JTA increasing their GHG emissions and bus miles in order to reduce ridership in cars.

CONSENT AGENDA ITEMS

Approval of February 3, 2021 Minutes

A suggestion was made to add more details to the minutes.

Motion: Darrell Conder moved to approve the February 3, 2021 Minutes. Brandon Maxwell seconded. Vote: The motion carried unanimously, 8-0 by voice vote.

NEW AGENDA ITEMS

There were none.

OLD BUSINESS

There was none.

NEW BUSINESS

Invitation to Special Board Meeting on 5/18/2021

The CAC was invited bring ideas and suggestions upcoming Special Meeting with Fehr & Peers and the Local 20/20 TLab.

CAC Meeting Dates

The CAC will change the 2021 meeting dates to be every other month, opposite months of Authority Board meetings. The new schedule will be posted.

There was discussion on the Governor's orders, meeting room capacity, and possibility of hybrid meetings. Meetings will be virtual until further notice.

Committee Name/Acronym

CAC members were invited to think of alternative names for the Citizens Advisory Committee. This is due to multiple CAC acronyms and the connotation of the word citizen. This item was tabled until the July 7, 2021 CAC Meeting. Debbie Jahnke research name options.

CAC Mission/Goals

Commissioner Dean submitted a document about CAC missions and goals. A subcommittee was formed to discuss this topic. The subcommittee members are Brandon Maxwell, Scott Walker, and Debbie Jahnke.

RIDERSHIP REPORT Attachment C

Nicole Gauthier reported on the following ridership items:

- Fixed Route Daily Ridership Averages
- JTOC Daily Ridership Averages
- Dial-A-Ride Daily Ridership Averages

Ridership is based on the number of passengers on the bus. The bus driver tabulates the data.

PUBLIC COMMENT

Darrell Conder inquired about the cleaning of the underbrush at Haines Place Transit Center (HPTC).

Tammi Rubert explained that the Facility Maintenance crew cleaned the underbrush to remove litter on this property. JTA is aware of the matter with Kah Tai Lagoon.

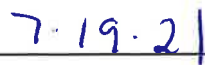
Adjournment

Motion: Tim Caldwell moved to adjourn. John Nowak seconded. Vote: The motion carried unanimously, 8-0 by voice vote.

The meeting was adjourned at 5:03 pm. The next regular meeting will be held virtually on July 7, 2021 at 3:30 pm.



SJ Peck, Clerk of the Board




Date




Jefferson Transit Citizens Advisory Board Presentation

Cindy Jayne
May 12, 2021

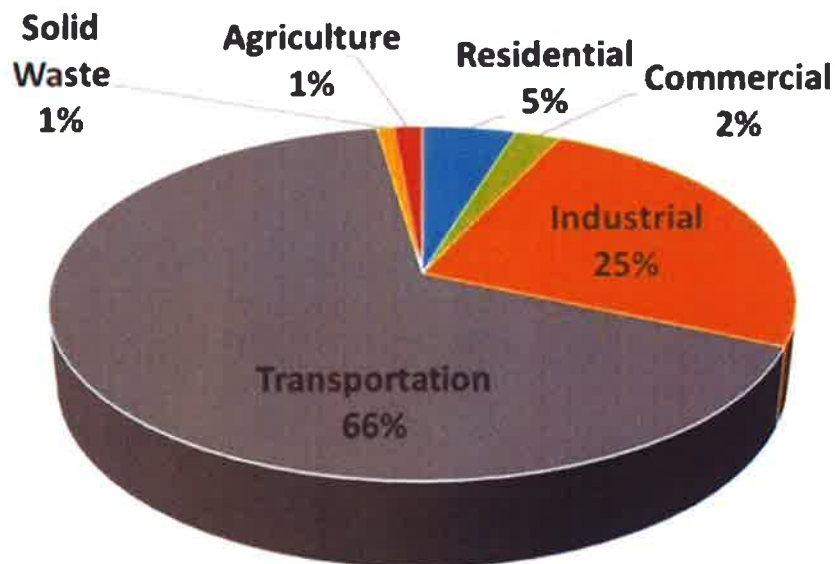




Agenda

- Overview of Recent Greenhouse Gas (GHG) Inventory Report re Transportation
 - Modeling Results of GHG Reduction strategies related to transit
 - Possible Service Standards related to GHG
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Jefferson County 2018 Greenhouse Gas (GHG) Inventory



Work directed by
Climate Action
Committee,
implemented by
volunteers

2018

Jeff Co 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%





Climate Action Committee GHG Redux Modeling

The Climate Action Committee also oversaw a volunteer effort to model various opportunities to reduce GHG emissions in the county, based on ICLEI software. 11 opportunities were modeled, and 4 were related to transit.

- Commuter Transit - convert 10% of estimated commuter traffic to transit; use of data to establish routes optimally aligned with current commuter patterns
 - Employee Commute Reduction Program - 10% reduction in commuter traffic through transit/biking/carpools/vanpools/work from home
 - High Efficiency Transit - electrify all transit buses and vans
 - Transit Shuttles to Ferry - run 50 round trips a week to Kingston ferry (only included Jefferson County miles)
- 

Climate Action Committee GHG Redux Modeling

Scenario	Annual GHG Savings (Metric Tons)
Commuter Transit	2,836
Employee Commute Reduction Program	2,836
Transit Shuttles to Ferry	53
High Efficiency Transit	1,005

Note: only modeled emissions reduction from cars (except for High Efficiency Transit, which only modeled saving from electrifying buses)

Possible Service Standards

Given the Community Inventory and the opportunity to leverage Transit to reduce GHG, a possible overall service standard for transit (perhaps a goal in the Long Range Plan) could be to reduce community-wide emissions through transit by some amount of metric tons. (And the modeling results could inform that.)

This would provide a quantitative goal and method of measuring progress, in support of the community-wide goal adopted by the city and county:

****Reduce community emissions 80% below 1990 levels by 2050.****





Possible Service Standards - Option 1

Separate from an overall GHG goal, in working on modeling w/ Fehr Pehrs on the GHG impact of different transit scenarios, some options for metrics for comparing different transit scenarios could be:

Net GHG Impact = Total Passenger CO₂e reduced from taking cars off the road minus increased Transit CO₂e






Possible Service Standards – Option 2

Carbon Efficiency = Total Passenger CO₂e reduced /
Transit CO₂e increased

The higher number the better. In the scenarios modeled, it varied from 2.9 - 4.8

This means the emissions reduction from taking cars off the road was 3 - 5 times the increase in emissions from the transit bus itself






Service Standard

Note that once Electric Transit vehicles are implemented, both standards would converge to one standard that focuses on passenger miles reduced because...

WA State has passed a law (SB 5116) requiring electricity to be carbon neutral by 2030





Discussion



Jefferson Transit Authority Long-Range Plan

CAC Meeting

May 12, 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 transit 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:



Average score:
7 out of 10

7 [Clear](#)

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

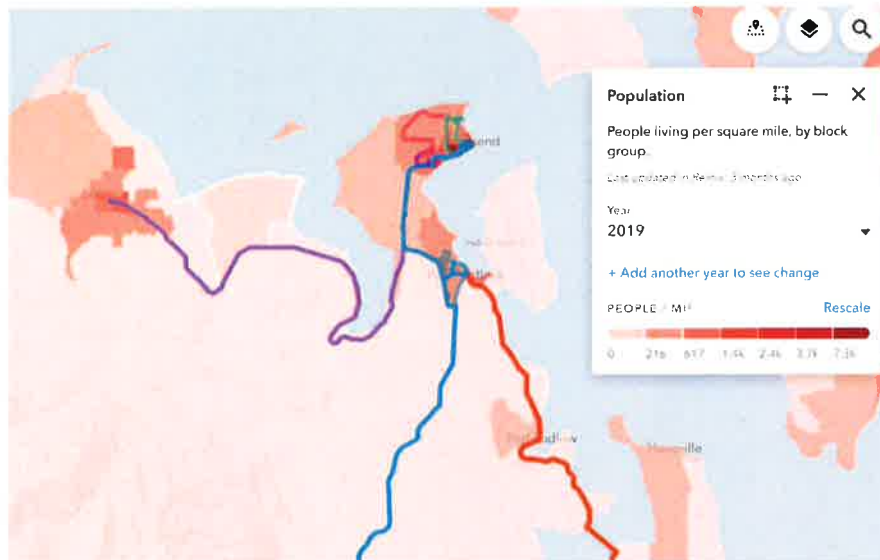
Population Density varies across the county. More dense areas support more transit service.

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?



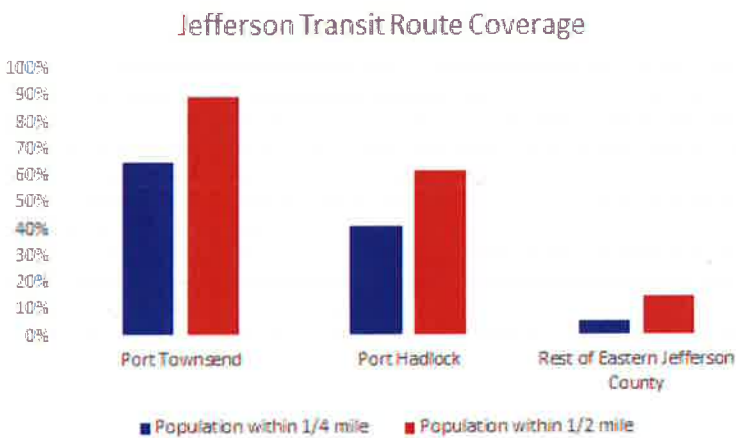
Service Standards for JTA

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

- 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: How does the CAC prioritize each of these items?
 - Density aligning with frequency
 - GHG
 - Major trip generators
 - Tourism
 - Connections to other modes

Attachment C



63 Four Corners Road, Port Townsend, WA 98368

Nicole Gauthier
Fixed Route Operations Manager
Citizen Advisory Committee – May 11, 2021

Fixed Route and JTOC Ridership

Fixed Route and JTOC ridership continues to see a slow but steady increase over the past two months.

Fixed Route Daily Ridership Averages			
	2019 Averages	2021 Averages	% of change
February	720	359	-50.2%
March	769	413	-46.3%

JTOC Daily Ridership Averages			
	2019 Averages	2021 Averages	% of change
February	48	16	-66.7%
March	45	17	-62.2%

*2019 ridership data used as 2020 data influenced by COVID-19

Dial-A-Ride:

Dial-A-Ride ridership in February 2021 has remained consistent with previous months, with averages of 21 riders per day. In March, we saw a slight increase in ridership with an average of 29 riders per day.

Dial-A-Ride Daily Ridership Averages: Yearly comparison			
	2019 averages	2021 averages	% of change
February	38	21	-45%
March	46	29	-37%

2019 ridership data used as 2020 data influenced by CV19