

Jefferson Transit Authority Board

Remote Special Meeting Minutes

Tuesday, November 16, 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 Vice Chair Ariel Speser at 1:31 p.m. Other members present were David Faber, Greg Brotherton, and Heidi Eisenhour with Chair Kate Dean 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 Executive Assistant/Clerk of the Board Sj Peck.

Vice Chair Speser made a motion to move Items C and D to the beginning of New Business

Motion: David Faber moved to amend the Agenda. Greg Brotherton seconded.

Vote: The motion carried unanimously, 4-0 by voice vote

PUBLIC COMMENT

There was none

NEW BUSINESS

a. Resolution 21-14: PTD0217, 2021-2023 WSDOT Capital STP Grant Agreement

Motion: Greg Brotherton moved to approve Resolution 21-14, to adopt PTD0217, 2021-2023 WSDOT Capital STP Grant Agreement. David Faber seconded.

Vote: The motion carried unanimously, 4-0 by voice vote

b. Resolution 21-15: PTD0340, Consolidated Grant Agreement

Discussion ensued on Greenhouse Gas emissions (GHG) and bus routes. The diesel bus being purchased is for the Jefferson Transit Olympic Connection (JTOC) route and an electric bus would not be efficient. The intention is to turn toward less polluting vehicles but the technology is not yet available for rural routes.

Motion: David Faber moved to approve Resolution 21-15, to adopt PTD0340, Consolidated Grant Agreement. Greg Brotherton seconded.

Vote: The motion carried unanimously, 4-0 by voice vote

c. Review and Public Hearing re: Draft Long Range Plan

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

- Why a Long Range Plan
- Jefferson Transit Today
- Jefferson Transit's Mission & Core Values
- What We Heard
- JTA Tomorrow
- Implementation Strategies

Greg Brotherton asked to clarify the 25% population growth over 20 years, and 60% employment growth.

- Daniel Dye explained that those numbers come directly from the Comprehensive Plan, and those are kind of set at a county wide level. Jobs and growth aren't always equal. For example, people commuting into Jefferson County and working in Jefferson County, or, people working from Jefferson County from home, whereas they might not have been before.

The Public Hearing for the draft Long Range Plan is opened.

Public Testimony

Sj Peck read the following comments from the Transportation LAB:

- Request to include carbon reduction targets based on displaced community carbon emissions.
- Add consideration of community Greenhouse Gas (GHG) emissions reduction.
- Include Transportation Lab input.
- Describe JTA's commitment to reduce community GHG Admissions.
- Add references to carbon reduction.
- Include specific and concrete strategies to support the GHG reduction.
- Add a step service standard, defined goals for JTA to reduce community wide emissions, with a specific dates and measurable metric consistent with local, state, and federal goals.

Brenda McMillian asked to increase ridership with a commuter friendly Sequim Route.

Cindy Jayne read the following comments from the Local 20/20 Climate Outreach Group:

- Amend the LRP to add a new service standard to adopt goals for JTA to reduce community wide greenhouse gas emissions with specific dates and measurable metrics consistent to local, state, and federal commitments.
- Include short term and long term goals, and note that biennial goals would be consistent with the organizational goal setting for the Climate Action Committee.

Rebecca Kimball asked to add a specific goal for community GHG reduction and to consider creating a Climate Action Plan.

Scott Walker asked to acknowledge the climate crisis, to add a reduction strategy and visionary goal to reduce community GHG emissions and to coordinate local governments to disincentives single occupancy vehicle driving.

Debbie Jahnke explained that the Parking Policy cannot be fixed by transit. This must be addressed by those elected on the board, in their own jurisdiction.

Board Discussion

Sj Peck read the following comments from Chair Dean:

- An appreciation of work gone into the plan.
- Expressed a lack of language relating to the role that transit can and should play in reducing greenhouse gasses emissions.
- Increase ridership with mitigating climate change on the forefront.
- JTA's opportunity to be a leader and an innovator in rural public transit.
- An offer of wording recommendations and to work with the consultants to incorporate more aspirational and committed language.

Heidi Eisenhour

- Encouraged the community to be a progressive transit organization.
- Requested measurable goals and benchmarks with specific strategies and activities to get us to those benchmarks.

David Faber

- Agreed on the importance of a GHG reduction goal
- Suggested promoting transit to a broader population and as the primary choice for transportation.
- Explained that transit's role in GHG reduction is interdependent with the whole community. IT would not be beneficial for transit to use metric to reduce the entire community GHG emissions.

Greg Brotherton

- Agreed with a Climate Action Plan.
- Is in favor of metrics and suggested using ridership and fleet emissions.

Ariel Speser

- Agreed to the need for more mention of climate change, greenhouse gasses, and strategy for transit's role in reducing community GHG emissions.

Commissioner Brotherton recommended closing the Public Hearing to give time for LRP revisions.

Tammi Rubert suggested time to meet with the Board to add suggested verbiage.

The Board agreed schedule a Work Session with Fehr & Peers.

Motion: David Faber moved to close the Public Hearing re: Draft Long Range Plan. Greg Brotherton seconded.

Vote: The motion carried unanimously, 4-0 by voice vote

d. Review and Public Hearing re: Draft 2022 Operating and Capital Budget

Sara Crouch explained the following budget highlights:

- Expense Budget

- Revenue
- Recruitment
- Capital Projects

The Public Hearing for the draft 2022 Operating and Capital Budget is opened and will remain open until November 30, 2021.

Public Testimony

Greg Brotherton read following comments from Tom Thiersch:

- The full size ICE (Internal Combustion Engine) bus purchase and the decision to keep running the existing fleet are mistakes and are contrary to the zero-emission policies and goals of Washington State, the Climate Action Plan, etc.
- The charging infrastructure number seems like a high estimate.
- The 30' and 29' full-size should be BEVs (Battery Electric Vehicle), not ICE of any kind; specifically, NOT hybrid or plug-in hybrid.

Board Discussion

Heidi Eisenhour expressed excitement for the new electric trolley.

David Faber recognized that our rural community and large geographic area create limitations for full fleet electrification and looks forward to this changing in the future.

The Budget Book and Budget Presentation are both available online at <https://jeffersontransit.com>.

PUBLIC COMMENT

There was none

Tammi Rubert explained funding is not yet in place for the Infrastructure Bill. Washington State Department of Transportation will create transit policy to get the federal funds. JTA will keep the Board updated.

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
SJ Peck, Clerk of the Board

1/13/22
Date