

Jefferson Transit Authority Board

Remote Special Meeting Minutes

Tuesday, November 30, 2021, 2:00 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 2:03 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, and Executive Assistant/Clerk of the Board Sj Peck.

PUBLIC COMMENT

There was none

NEW BUSINESS

a. Work Session re: Long Range Plan

Tammi Rubert opened with a summary of the November 6th, Long Range Plan (LRP) Public Hearing. Climate change and goals for Greenhouse gas (GHG) reduction was the main topic of discussion.

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

1. JTA's Mission and Long Range Plan
2. Fleet emissions versus community emissions
3. Fleet considerations
4. Climate-based Strategies for the LRP

Discussion ensued on draft language, editing process, and value statements.

A timeline was discussed to complete the LRP. The date for potential adoption was pushed back to allow time for revision. Commissioner Dean and Commissioner Brotherton formed a subcommittee to collaborate with Fehr & Peers on LRP language and content.

b. Public Hearing re: Draft 2022 Operating and Capital Budget

Sara Crouch explained changes to the draft Budget. The budget was increased in utilities to provide better broadband internet service. Computer programs and supplies increased to replace desktop computers. Wages and benefits were adjusted. Fuel and professional services were decreased. Budget changes were posted on the [JTA website](#).

Public Testimony

Sj Peck read the following comments from Tom Thiersch, Jefferson County:

- Intent to purchase a full-size ICE (Internal Combustion Engine) bus and continued running of the existing fleet is a mistake and don't align with the zero-emission policies and goals of Washington State, the Climate Action Plan.
- 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.
- Level 3+ recharging should be needed only at the central bus barn and, possibly, at Haines Place as an alternate / backup location.
- The #307 and #308 DARs should also be a BEV; a Rivian van, for example, would seem to be ideal.
- The "Vehicle Maintenance Pick-up Truck" should be a Ford F-150 Lightning or a Tesla Cybertruck, both of which will be available toward the end of 2022.
- Any purchase should be delayed until one or the other of these BEVs is available.

Board Discussion

There was none

The Hearing was closed at 3:14 pm.

PUBLIC COMMENT

There was none

ADJOURNMENT

The meeting was adjourned at 3:16 pm. The next regular meeting will be held Tuesday, December 21, 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