CALL TO ORDER
Meeting called to order at 5:31 p.m.

ROLL CALL AND ATTENDANCE
CTAG Members Present: Don Green (Chair), Blake Geyen (co-chair), Marlene Druker, Deirdre Maxwell, Brandi DeCoteau (DE-KO-TO), Maddie Morton, Ivan Tuleda, Jamie (guest), Linda Moran, Jamie Witter
CTAG Members Absent: Ben Yoder (excused), Paul Buchanan, Amin (Tony) Hester

Pierce Transit Employees and Presenters Present:
Amber Stanley, Tammy Apthorp, Lanai Tu, Christian (IT), Mark Eldridge

APPROVAL OF MINUTES
Minutes for January and February will be presented and approved at March Meeting – approved by members

CTAG MEMBERS COMMITTEE REPORTS
No reports.

PUBLIC COMMENT
No public comment.

DISCUSSION ITEMS

Don Green
Maintenance uniforms
Increased funding for portable toilets
Motion to approve agenda – approved

Lanai Tu
ORCA LIFT – current outreach, working with King County Public Health to hold an enrollment event – rollout for April 1
Meeting next week with King County to coordinate efforts to set up enrollment tables
ORCA Lift apply now – April 1 will begin the reduced fair

Mark Eldridge
Zero emission Bus program (ZEB) - roadmap to transition fleet to 100% ZEB
PT has been running cleaner vehicles since 1980s (CNG as opposed to diesel)
Two options- Battery Electric bus, Fuel cell Electric bus – main difference is Fuel cell is Hydrogen charged (higher PSI, more expensive, green hydrogen is not found easily
Benefits: zero tailpipe emissions, lower fuel cost, quieter operations, lower maintenance costs
Cons: higher capital costs, range limitations, additional parking areas
Charging methods – Slow depot, Fast conductive via Pentagraph, Fast inductive via electrical coil magnetics
Current fleet – 2% on diesel, 5% BEB, 13% Hybrid Electric, 80% CNG
In process for grant – 20 additional BEB, 3 dispensers, 7 charges – lose a little bus parking, must have application in by April 13
Current grants: FTA for new vehicles, State grants for potential success, Regional Mobility grant for on route charging (answer to Linda Moran’s question)
Capital expenditures – additional funding needed, competing projects – BRT, MOBI, CAD-AVL
HDR has assisted in planning – Depot charging will not keep busses charged long enough, need on-route assistance to charge at transit centers
Transit Center Candidates for On-route charging - Commerce, Lakewood, TCC, Tacoma Mall, South Hill Mall
8 Transit centers have layover time
On route charging decreases the demand for more BEBs, only 3 more busses
Hydrogen Fuel cell busses have NO issues running out of energy on route
Need to finalize route modeling, complete facilities assessment
Answer to Marlene’s question: Yes, HFC Buses are preferred, early stages in development, Need to coordinate with King County, between agencies, national standard needs to be developed, electrical grid is finite, only so much available, 32 buses OK, fleet is 300, lacking electricity – Mixed fleet of BEB and Hydrogen fuel cell, but HFC needs to develop
Nathan Groh – Zero Emissions Fleet Coordinator (253) 983-3751; ngroh@piercetransit.org
Answer to Don’s question: Battery recycling is not supported by infrastructure now, lithium is valuable, this is a matter of Sustainability, Environmental Consciousness not revenue,
Maddie’s Question: Bus fleet, end of life, timing wise is this pre-planning or what is timeline?
Mark’s answer: Bus has typical 16yr life span, most funds from FTA are expecting to use bus through end of life, BEB is mature and established, having issues with current chargers
Ivan’s question: Assuming 1/3 vehicles will be electric in a few years, more electric buses and cars on the road concerning infrastructure?
Mark: I am concerned, there is a push to remove natural gas, putting more demand on electrical grid, need to radically increase supply of electricity (e.g., via rooftop maybe 80% covered), must be able to scale the electricity usage to avoid collapse
Mark’s solution: Solar panels, battery storage on site to help regulate demand on electrical grid, solar charging for our battery bank

Eric Jaszewski – Senior Planner – ejaszewski@piercetransit.org
New RUNNER service hoping to launch in Puyallup by end of the year
Needs a CTAG member present at staff meetings – CONTACT TAMMY APTHORP TO APPLY
Puyallup Runner WSDOT Regional Mobility Grant – applied, expecting to receive the grant (2.2 mil) in July and launch September 2023
Runner overview – On demand microtransit service, funded by existing grant, JBLM (First Transit), Ruston, Tidflats, Spanaway (Medstar), Puyallup (proposed, Pierce Transit)
Types of service– Point to point, point to hub, stop to stop
Going outside of the zones just go to major PT destinations/transit centers
15 minute wait times, 7am-10pm daily, 2 ADA vehicles
App, call, hail - $2 fair, $1 reduced fare, free youth with ORCA
Transit app for route planning, Token app for fare payment, GOIN app
Deployment team role – needing CTAG member
STILL NEED TO DO: buy vehicles, set them up for safety, operating needs – hiring, dispatching, customer service, hailing rides (apps? Call center?) , marketing needs
NON CDL operators – bonus for hiring drivers
Challenges: vehicle market availability, operator recruitment, short window from grant reception to service launch
Questions
Linda: to the extent that you need drivers without CDLS, where do people apply?
E: Advertised online, recruiting events
Maddie: has the other RUNNERS been marketed past English speaking language barriers?
E: Not sure, will find out. (HIGH PRIORITY)
Lanai: Marketing team does translate to 200 languages including braille
Maddie: Translators at call center would be very helpful

Member Deliberation

Pierce Transit News and Announcements

Members all receive monthly highlights – IVAN doesn’t
Tammy: Thank you
Welcome G’Joi, Community Development Coordinator

ADJOURNMENT

Meeting adjourned at 6:36 p.m.

Submitted by: G’Joi McMillian, Community Development Coordinator

Approved by: