

**KITSAP TRANSIT BOARD OF COMMISSIONERS**  
**MEETING MINUTES**  
**MAY 17, 2011**

*Board of Commissioners Present:*

Brackett, Kim, Proxy for Mayor, City of Bainbridge Island  
Brown, Josh, Kitsap County Commissioner  
Coppola, Lary, Mayor, City of Port Orchard, **Vice-Chair**  
Erickson, Becky, Mayor, City of Poulsbo  
Gelder, Robert, Kitsap County Commissioner  
Lent, Patty, Mayor, City of Bremerton  
Maupin, Will, Bremerton City Councilmember, **Chair**  
Putansuu, Rob, *At-Large Board member & Port Orchard City Councilmember*  
Witte, John, Teamsters Local 589, *non-voting member*

*Board of Commissioners Absent:*

Garrido, Charlotte, Kitsap County Commissioner

*Staff Present:*

Cartwright, Jeff, Human Resources Director  
Clark-Getzin, Wendy, Capital Development Director  
Clauson, John, Service Development Director  
Emde, JC, Routed Driver of the Month for March  
Freer, Jack, Routed Operations Manager  
Gustafson, Ellen, Operations Director  
Hayes, Richard, M., Executive Director  
Knox-Browning, Cathie, Clerk of the Board  
Runyon, Roy, *ACCESS* Driver of the Month for March  
Sanders, Greg, Routed Driver of the Month for February  
Seymore, Hayward, Vehicle & Facilities Maintenance Director  
Sisk, Steve, KT Driver of the Month for January for Routed  
Shinners, Paul, Finance Director  
Stacy, Trudy, Customer Service Manager  
Templeton, Ron, General Counsel  
Thomson, Gayle, Deputy Clerk

*Visitors Present:*

DiIenno, Rita, ATU No. 1384  
Griffin, Grant  
Friedrich, Ed, Kitsap Sun  
Roach, Robert, KT Citizens' Advisory Committee

**1. CALL TO ORDER:** Chairperson Maupin called the regular meeting of the Kitsap Transit Board of Commissioners to order at 9:45 a.m.

**2. CHAIRPERSON'S COMMENTS / DISCUSSION:**

a. Recognizing the March 2011 Drivers of the Month in Routed and *ACCESS*

Mr. Freer introduced Mr. Runyon as the *ACCESS* Driver of the Month (DOM) for March. He said Mr. Runyon has been with KT since 2005 and that this is his first time as DOM. Mr. Freer said Mr. Runyon's new hobby is learning to play the fiddle and that his personal goal is to leave this life a better place than the way he found it.

Applause followed these remarks.

Mr. Runyon, who is also a member of the Bremerton City Council, noted sarcastically that a number of board members already know him as a man of few words. He said his most memorable moment at KT was when, as a member of the agency's Wellness Committee, he wore lederhosen to work to convince his co-workers to join in the wellness program. Mr. Runyon said he is teaching himself to play fiddle, but that he has not been practicing a lot lately. For other drivers, he said his best advice is borrowed from Woody Allen; that 90% of success is showing up for work, and for KT drivers that means to show up to work on time. Mr. Runyon said he is also a master composter.

Commissioner Coppola related a short story about a woman who said it was very hard to live with a man learning to play the violin, as she handed the police the gun.

Mr. Runyon said the difference between a violin and a fiddle is that the first has four strings and the latter has four strangs.

Laughter followed these remarks.

Mr. Freer then introduced the February Routed DOM, Mr. Sanders, who he indicated had been unable to attend the prior board meeting because of union duties. Mr. Freer said Mr. Sanders been with KT almost 10 years and that this is his first time as DOM. He also announced that Mr. Sanders had recently been elected to the post of president of the Amalgamated Transit Union, Local No. 1384, which represents KT's drivers, and he said Mr. Sanders would take office July 1,

Applause followed these remarks.

Mr. Sanders said he enjoys working at KT not so much as a job but as a hobby. He said he enjoys working with people, driving and that working with other drivers is a learning experience for him. He said he listens very well, does not say a whole lot and is more of a question and answer person.

Mr. Freer said Mr. Sanders been studying for some time to achieve a masters degree.

Mr. Sanders said he started college in the Navy, where he served 12 years as a sonar technician, studying criminal justice. He said he earned an associates degree, about two years ago finished his bachelors degree and then two years ago started on his masters degree. Mr. Sanders said hiss future goal is to get his PhD in criminology.

Applause followed these remarks.

Mr. Freer then introduced the March Routed DOM, Mr. Emde, who he said has been with KT for 18 years. Mr. Freer said Mr. Emde has a safe driving record of more than 13 years and mostly drives routes up north on Bainbridge Island.

Mr. Emde said his most memorable moment as a KT driver came when he was driving the old route No. 43 through the Hostmark Apartments and a woman waved him down from her stoop. He said he stopped the bus and waited for her to board and when she hopped on the bus, she shoved a jar into his hands and asked him to open it. He said he was so stunned he opened the jar and gave it back to her, she got off the bus, thanked him and they smiled at each other. Mr. Emde said the drivers at KT have varied talents. He thanked KT for this honor and he said that driving has been a great job for this time in his life.

Applause followed these remarks.

Chairperson Maupin said that is real customer service

b. Board Sub-Committee reports:

- Commissioner Brown, Chair of the Planning SC, which met on 5/13

Commissioner Brown said the bulk of what the SC discussed was presented earlier today, about the Greaves Way Transfer Center and preliminary planning there, during the work-study session. He said the bulk of the meeting was used to discuss the Kitsap Regional Coordinating Council (KRCC) county wide planning process, which Ms. McClure spoke to. He said he wanted to remind the full board that there are two prongs to this effort. This first is to position transit, the cities and the county to compete as well as possible for next round of federal funding dollars. Commissioner Brown said that is why the presentation today about the Silverdale park-and-ride lot is important; the jurisdictions need to decide now which projects are going to request grant funds a year from now. He said the second part is a long-range plan, which means participation from the KRCC Transportation Policy Committee staffed by the jurisdictions' public works departments.

Commissioner Brown asked if other members of the SC had comments. There were none.

- Commissioner Erickson, Chair of the Finance & Personnel SC. This SC has not met since the April Transit Board meeting

Commissioner Erickson said there was an informal meeting on May 13 and she said it has been difficult to gather the membership for a meeting. Because this SC has been tasked with moved forward the selection for the new executive director, she said she would like to have all the SC members involved in any decision-making. Commissioner Erickson said the last time the SC brought recommendations to the full board, there was a bit of buzz saw about an internal hiring process versus using an outside consultant. She said that as a result, she is aiming for a very clear voice coming out of that SC, which means participation from all SC members.

Commissioner Erickson said the SC is now scheduled to meet at 11 a.m. on the second Friday of each month for one hour to make sure all SC members are involved going forward. She said she has tasked KT's Human Resources (HR) director with a series of steps regarding an internal hiring process.

In addition, she said the SC will be reviewing each month all KT disbursements. Commissioner Erickson said the chair currently signs off on the vouchers and that she believes a second set of eyes is a good addition to the process. She said she has also asked the HR department to begin explaining to the SC the various evaluation processes used within transit to understand how employees are evaluated. Commissioner Erickson said she has also asked Mr. Shinnors to provide to the SC, at its June meeting, an analysis of what the marked increase in fuel prices is doing to KT's budget.

Commissioner Erickson said the hiring process Mr. Cartwright will be sketching out will include composition of hiring committees, recruitment processes and a timeline. She said as soon as she receives a draft of that, in about two weeks, she will forward that to not only the SC but also the full board. Commissioner Erickson said she did not want to get out ahead of board, which she said she believed happened in April when there were mixed signals about whether the recruitment would use internal staff or go out with a consultant. She said that in order to step this process forward in the most accurate and inclusive way, as much of the board as possible should be included.

Chairperson Maupin asked if other members of the SC had comments. There were none.

- Commissioner Putaansuu, Chair of Passenger-Only Ferry SC, which met on 4/22 and 5/13

Commissioner Putaansuu said this SC has met twice since the last board meeting. He said that at the first meeting, after electing him as the SC chair and Commissioner Brackett at vice-chair, SC members spent the balance of that meeting on the SC's three-step purpose statement. Commissioner Putaansuu said last step, which he said cannot be undertaken until the first two steps are achieved, is to develop a long-range plan for service. He said the SC believed the first step should be to provide oversight on the boat progress, followed by oversight of and reporting to the board about the wake research project. Commissioner Putaansuu said until those two are completed, KT cannot talk about developing service or looking for partners. He said the second meeting, held on last Friday, focused on the memorandum of settlement with the boat builder, which is on today's agenda.

Chairperson Maupin asked if other members of the SC had comments.

Chairperson Maupin said he believed the board's SCs are valuable. He said he realizes they represent another time commitment for board members, but he said it is important that the SCs meet and have the time to discuss items that come to full board with good solid recommendations on the direction the SC believes the KT board should go.

Chairperson Maupin said he hopes this will save time for the full board and allow the board to thoroughly vet the important issues.

### **3. CITIZENS' ADVISORY COMMITTEE ISSUES**

Mr. Clauson said there were none.

### **4. PUBLIC COMMENT:** Chairperson Maupin called for public comment.

Chairperson Maupin called for public comment. There was none.

### **5. CONSENT/ACTION ITEMS:**

- a. Approval of MINUTES of April 15, 2011 Board Meeting*
- b. Approval of MINUTES of the July 29, 2010 Special Board Meeting*
- c. Approval of KITSAP TRANSIT VOUCHERS for April, 2011*
- d. RESOLUTION 11-24 re-appointing members to the Kitsap Transit Citizens Advisory Committee*
- e. RESOLUTION 11-25 authorizing Kitsap Transit staff to renew a cooperative park and ride lease for five years at Christ Memorial in Poulsbo with the renamed Gateway Fellowship Church*

**Commissioner Brown moved to approve the consent agenda and Commissioner Coppola seconded the motion. Chairperson Maupin called for those in favor. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.**

### **6. EXECUTIVE SESSION**

Chairperson Maupin said the board would recess into Executive Session at 10:02 a.m. for 30 minutes to discuss pending litigation.

Chairperson Maupin emerged from the closed session at 10:32 a.m. and said that it would be

extended for 10 minutes to continue discussion of potential litigation. He said the board would return to the open session at 10:42 a.m.

The board exited the closed session at 10: 42 a.m., took a short break and resumed the open portion of the meeting at 10:44 a.m.

## **7. DISCUSSION / ACTION ITEM:**

- a. RESOLUTION 11-26 authorizing Kitsap Transit staff to make certain changes to the agency's fare policy, effective July 1, 2011 to permanently reinstate the use of the paper transfer system for one-way travel*

Mr. Clauson said that board members may recall that when the ORCA SmartCard system first came into existence and operation, KT recommended the elimination of its paper transfers as an incentive for riders to switch to the electronic fare media. He said use of the ORCA cards includes a free, two-hour transfer. Mr. Clauson said it quickly became apparent that was challenging for some riders, especially low-income riders, as they had to pay an exorbitant amount of money to simply get to the places to pick up reduced fare cards to take advantage of the free transfers. As a result, KT brought back the paper transfers last year for a temporary, six-month trial, which then board later extended through June of this year. Mr. Clauson said KT worked with a number of local agencies to find a solution, but it became clear that 100% of riders could not be reached. While a solution to this issue was elusive, he said KT has further solidified its great working relationships with food banks and other local help centers and the agency has improved its distribution of reduced-fare ID cards. Mr. Clauson said KT today is recommending re-instating the paper-transfer system permanently and revise the agency's fare policy to reflect this.

Commissioner Brown said this is a responsible change, noting that board members heard a lot of comments about this from community members. He said he appreciates that KT staff took the time to better examine the impact of this policy and to determine what makes the most sense for our riders and those who rely on KT service. Thanks for your work and thank you for listening, he said.

**Commissioner Brown moved to approve Resolution 11-26 and Commissioner Brackett seconded the motion.**

Commissioner Brackett said this fare-policy decision impacts more than just low-income riders. She said it affects infrequent users as well, such as riders taking a trip to the Safeway on Bainbridge Island, as it allows them to go to the store and back all within the window without having to pay again.

Mr. Clauson said he should make it clear that this transfer provides a one-way trip that requires more than a single vehicle, such as a trip from Bremerton to Bainbridge Island. He said this is not a time-delineated pass but rather allows riders who need to take more than one bus to reach their destination to only pay once. He said it is not like the two-hour transfer system in place in other areas like King County.

Commissioner Lent said KT learned, during the period of trying this out, and she said she wanted to add her appreciation to the comments from Commissioner Brown. Commissioner Lent said this is a great thing for KT riders and that she is glad to support it

Commissioner Coppola said he also supports this and jokingly asked if this means KT is abandoning ORCA entirely.

Laughter followed this comment.

Mr. Clauson said that KT has far too much invested in ORCA to do that. He said this helps people using more than one of the seven transit agencies involved in the SmartCard project, such as a person riding the bus to the Bremerton Transportation Center, taking WSF to Seattle and then boarding a King County Metro bus.

Chairperson Maupin said the initial impetus was to avoid the cost of maintaining paper transfers, and the idea was to provide new ORCA card users some sort of temporary card, but he said that proved unrealistic. Chairperson Maupin said this appears to be the only solution

**Chairperson Maupin called for those in favor. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.**

*b. RESOLUTION 27 authorizing Kitsap Transit staff to enter into an inter-local agreement with Kitsap County for the Silverdale Transfer Center and to increase the project budget by fifty thousand dollars*

Mr. Hayes said this is primarily about new stormwater regulations and that Ms. Clark-Getzin is available for questions.

Commissioner Brown, referring to the breakdown displayed on Exhibit C, said he appreciates that transit has been responsive to the community's concerns that even this interim facility have amenities like shelters and cameras. He said he is glad to see the investment to make this transfer center accommodating to users, and he asked if restrooms are included her?

Ms. Clark-Getzin those are part of the facility's ongoing operating expenditures, which are not shown here. She said those costs will also include some additional lighting leases.

**Commissioner Brown moved to approve Resolution 11-27 and Commissioner Lent seconded the motion.**

Commissioner Brackett asked if the \$170,000 is the cost to complete this facility and make it operational, so that people can park there.

Ms. Clark-Getzin said there will be additional small costs to rent temporary lighting and restrooms, but she said that figure is the total for capital expenditures. She said the added stormwater costs are the result of learning, from the county's development engineers, about new requirements.

Commissioner Brackett asked when KT will break ground here?

Ms. Clark-Getzin said she expects the county ready permit near the end of June allowing the project to move forward in July.

Commissioner Erickson asked if the \$50,000 for additional stormwater design and permit fees, and the \$14,000 for the Geotech infiltration apply to this location only?

Ms. Clark-Getzin said \$14,000 is the cost of three PIT tests and excavation and that the size of the site is not a factor in the cost.

Commissioner Erickson asked why these costs are so high?

Ms. Clark-Getzin said the state recently adopted new stormwater requirements that require every project to establish infiltration rates to understand the saturation of soil and water quality. Referring to Exhibit B, Ms. Clark-Getzin pointed out that this project involves less than 10,000 square feet of impervious surface, and she said that if the project included more pavement, the costs would be higher. She said KT will do its best to limit porous pavement while still providing sufficient paved space for people to wait for buses. Ms. Clark-Getzin said she hopes that will mitigate construction costs and keep these fees from rising higher than the amount listed here.

Commissioner Erickson asked if she is understanding this correctly; that the stormwater mitigation fees for this 10,000 square-foot piece, which is slightly larger than the normal subdivision lot size of 7,500 square feet will cost \$50,000?

Ms. Clark-Getzin said that is correct and that this is the second project in the county to encounter the new rules. She also said this is part of navigating the low-impact development picture,.

Commissioner Erickson asked if the National Environmental Protection Act is at the root of these higher costs because KT is using federal funds?

Ms. Clark-Getzin said no. She said this is the national non-point pollution discharge permit that requires all government agencies to request this type of stormwater controls.

Commissioner Erickson said she is not seeing this coming through the city for this type of permitting and she said she is concerned because if every 7,500 square-foot subdivision lot incurs a \$50,000 stormwater permitting fee, there will be virtually no affordable housing in Kitsap County.

Ms. Clark-Getzin said the county homebuilders association has taken the lead here and that Kitsap County has done some great work aimed at solutions to keep housing prices moderate, as this will be the largest construction cost. She said KT is a model case for how this can be implemented in a public right-of-way that is self-containing. But because this project does increase the amount impervious surface, KT cannot show where that water will go until it brings in Geotech to establish these filtration rates. Ms. Clark-Getzin said there will also be other changes to the stormwater manual that will make excavation easier and less cumbersome, but

right now what is required is a 10-foot by 10-foot hole and the rules are not straightforward for a smaller site.

Commissioner Erickson said she was stunned and that she is not seeing these kinds of numbers in existing development projects in Poulsbo.

Chairperson Maupin called for additional comments from board members. There were none.

**Chairperson Maupin called for those in favor of the motion to approve Resolution 11-27. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.**

- c. RESOLUTION 11-28 authorizing Kitsap Transit staff to waive the charter fee normally charged to Kitsap Harbor Tours for its summer Sunday foot ferry charter service for the cities of Bremerton and Port Orchard*

Mr. Hayes said KT not charging its usual fee for use of the KT-owned vessels, is a way to make it a bit less expensive for the two cities and the port to provide this service.

Mr. Clauson said that under the agency's operating contract with Kitsap Harbor Tours (KHT), if the company uses any of KT's vessels for any charter work, KHT is obligated to reimburse the agency, either 20% of gross or a set amount per hour for wear and tear on the vessel. KHT must also replace any fuel that is used in a charter. He said that as the cities and the port are exploring charters with KHT for service between two cities on Sunday and because the service would be open to the general public, KT is proposing it waive the charter reimbursement provision in the contract. Mr. Clauson said this means KT would not require KT to pay that 20% or \$65 an hour.

Commissioner Lent said the three partners are looking forward to a tourism influx and that the city councils will be determining whether the charters run for eight or 11 hours each Sunday. She said the city appreciates this cost reduction move.

**Commissioner Lent moved to approve Resolution 11-28 and Commissioner Coppola seconded the motion.**

Commissioner Coppola said the cities see this as a way to increase tourism and hopefully stimulate economic development.

Commissioner Erickson said this is great idea and that she is glad somebody is getting Sunday service somewhere.

**Chairperson Maupin called for those in favor of the motion. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.**

- d. *RESOLUTION 11-29 authorizing Kitsap Transit staff and legal counsel to enter into a Second Memorandum of Settlement to the construction contract with All American Marine for the Rich Passage I, Kitsap Transit's low-wake prototype passenger ferry*

Mr. Templeton noting he was providing copies of this for the public.

Mr. Hayes said it is important for everyone to understand that if, in the long-run, even if the boat successful but KT gets to the point where it cannot operate it, the vessel remains a public regional asset. He said the boat would then ultimately go to some other public agency, and he stressed there is no local money invested here so Kitsap County has no local claim on it if KT cannot figure out a way to use. Mr. Hayes said that in any circumstance, this boat will not go to waste.

Commissioner Putaansuu said he wanted to acknowledge the painful process that generated this settlement memorandum. He said he is thankful this settlement has been reached.

**Commissioner Putaansuu then moved to approve Resolution 11-29 and Commissioner Lent seconded the motion.**

Chairperson Maupin said KT has been working on this for a long time and that he continues to believe KT is doing the right thing. He said there have been efforts over the years, both here and in the Legislature to find the funds to operate fast passenger-ferry service between Bremerton and Seattle, but that the first thing is to prove a vessel can go through Rich Passage multiple times a day without damaging the shoreline. Chairperson Maupin said there will be no progress on the rest of the plan until that happens and that he believes this community has to have this service to realize its full economic potential.

Commissioner Erickson said that in June of 2008, as a Poulsbo City Councilmember, she approached the transit board with her grave reservations about the construction of this vessel. She said she provided information about how the Boeing Company tried to do hydrofoils in Puget Sound and her concerns about the nature of the engine and the construction of the foil. Commissioner Erickson said it has been a tortuous three years, and she said she commends the board for its courage to have gotten this far with this vessel. She said she continues to have very grave reservations about the viability of this vessel and that while she sympathizes and understands that reliable ferry service is absolutely paramount for Kitsap County, no one ever proved to her why it had to be fast. Commissioner Erickson said she commuted for 16 years, and that she believes commuters desire a relatively comfortable, absolutely reliable commute with frequent sailings but have never asked for speed. She said that somehow early on in this conversation, the idea emerged that a fast foot ferry serving Bremerton would make people move here, but that was never borne out. Commissioner Erickson said commuters want reliability and frequency, not speed. She said KT has spent a lot of money on this vessel, but that here grave reservations about its viability remain.

Commissioner Lent said she does not see the passenger ferry as just necessarily fast although the 30-minute commute is important. She said people commuting from the north end of the county, Poulsbo or Bainbridge Island all have a 35-minute ferry to Seattle and that makes a tremendous amount of difference commuting to work, compared to a 55-minute or hour-long ferry ride. Commissioner Lent noted there once was consistent, one-hour service between Bremerton and

Seattle and that that route's ridership changed because of that 35-minute ferry out of Bainbridge Island. She said that as Bremerton is revitalized and money is invested to move the city forward and grow all of Kitsap County, this is a supplemental boat, not just a fast ferry. Commissioner Lent said this is a way to transport people and combine faster service with the hour-long car ferry service. She said this is a vital necessity and that the city of Bremerton is not just behind getting the boat going, it supports getting through the trials and putting it into service for passengers next year.

Chairperson Maupin said he believes there is good data showing fast is far better than slow. He said the clearest empirical data is from the period when WSF was operating a 30-minute passenger ferry between Bremerton and Seattle and the whole attitude about Bremerton changed. People moved to Bremerton. Chairperson Maupin said then that same boat was forced to slow down and the trip became 45 minutes and then 50 minutes, everything changed. He said the 30-minute commute time shows up areal psychological barrier and anything greater than that becomes a long commute, and he said that does make a big difference.

Commissioner Brown said he lives in Silverdale and often has to choose between taking the WSF ferry from Bremerton or from Bainbridge Island, and he said that 90% of time he chooses Bainbridge Island. He said he chooses to drive twice as longer and drive in worse traffic on SR 305 because of the two things Commissioner Erickson mentioned; frequency of service and reliability. Commissioner Brown said WSF is not delivering that on the Bremerton route, and that countless commuters who rely on the Bremerton route see boats go out of service because of reliability issues and that there is a major mid-day service gap.

Commissioner Brown said this board is completely different from the board that started this work years ago, other than Chairperson Maupin and Commissioner Lent, when she served as a county commissioner. He said the economy is also very different than when this endeavor began and that he does not believe the voters in Kitsap County are in a position to say there is a need to spend sales tax dollars or additional revenue on a supplemental service. He said people are very focused on core transit service. Commissioner Brown said that what this board has said for several years, since the recession took hold, is that its commitment is to build a sustainable transit agency. He said that begins with core bus service, serving those who are elderly and disabled and those who rely on transit service and that he believes it is the board's priority to buy back Sunday service first.

Commissioner Brown also said that being able to complete this project, after years of working of it, feels like being on the two-yard line, and that it is time to punch it in and get the foil completed and complete the wake research to prove the boat can be operated. He said that while the State of Washington has said it does not want to be in the POF business, state legislators, board members and community leaders are bringing up good ideas about how this boat can be used to supplement Bremerton service, not just as an add-on or a luxury but as a way to help control WSF costs and create service that is more reliable and consistent for Bremerton.

Commissioner Brown said it is important to complete this project, and that the agency is almost there. He said the boat is built and that the recommendation before us to deal with the issue of the foil falling off protects the agency to the best level possible to get that foil issue rectified and then next year complete the wake research.

**Chairperson Maupin called for those in favor to approve Resolution 11-29. Seven commissioners; Brackett, Brown, Coppola, Gelder, Lent, Maupin and Putaansuu, voted yes. Chairperson Maupin called for those opposed to the motion. Commissioner Erickson voted no. Chairperson Maupin called for abstentions. There were none.**

*The Progress Reports were skipped in the interest of time:*

## **8. PROGRESS REPORTS:**

- a. Draft Financial Reports for March, 2011
- b. Monthly Cash Flow and Cash Position charts
- c. Ridership Reports for March, 2011
- d. Fuel Costs Report through April of 2011

## **9. STAFF INFORMATION / DISCUSSION ITEMS:**

Mr. Hayes said a brief overview of the Automatic Passenger Counters (APCs) is important as staff plan to bring the package back to the board in June for action.

- c. Update on Automatic Passenger Counters

Mr. Clauson noted the agenda includes a memo that outlines KT's plan, that began with direction from the board last November, to develop a request for proposals (RFP) to install this equipment on 32 of KT's buses. He said the RFP yielded only two responses, and that the two prices were very significantly different. Mr. Clauson said the high bidder included not only the APCs but also installing Automatic Vehicle Locations (AVLs) on the remainder of the fleet, putting the price bid far outside the project budget. He said the low bid unfortunately came from a Canadian firm and the Federal Transit Administration was adamant about the Buy America clause that comes with the federal funding slated for this project. Mr. Clauson said the agency ultimately rejected those bids and then moved some funds around internally to make local dollars, without federal requirements, available to purchase the APCs. He said the agency also learned there are other companies that can provide both the APCs and the AVLs, within the original project budget, and so re-wrote and re-issued the RFP. Mr. Clauson said staff hope to have some better bids this time around and plan to bring this to the board in June for purchasing and award authority. Using that timeline, the system should be installed, testing and ready for use by August.

Chairperson Maupin called for other comments or other reports.

Mr. Hayes said the remainder of the staff information items were not pressing, unless board members had questions. There were none.

- a. State Lobbyist Report on extra session activities: A supplemental report was on the dias *[and is attached at the end of these minutes]*.
- b. Employee Benefits Committee
- d. Pocket park on Bainbridge Island

- e. Mid-year 2011 budget
- f. The 60-day review period for KT's Disadvantage Business Enterprise goal for federal fiscal years 2012-2014 will begin May 23, with a public hearing in July

**10. FOR THE GOOD OF THE ORDER:** Transit Board members' issues/comments

Commissioner Brackett said she wanted to thank Mr. Seymore for his diligent investigation and pursuit of the cause of oil leaks that were possibly from KT buses and that interfered with bike routes on the island, especially when it rained. She said she received a lot of grateful comments from the non-motorized community and that she is happy this has been resolved.

Chairperson Maupin called for other comments.

Commissioner Lent said she also wanted to thank Mr. Seymore for hosting a maintenance directors conference and vehicle vendor and supplier event in Bremerton. She said the event was successful and showed how KT is a step ahead of other transits. Commissioner Lent said she was happy to report to Mr. Seymore's colleagues the million-mile milestone achieved by KT's maintenance team.

Commissioner Coppola said as the housing authority gets ready to move into this building, the parking situation will worsen and he asked that the transit board explore possibility of moving its meetings to another location. He said he is going to suggest this for every board on which he serves not only because of the parking situation but also because calls for wireless internet access in these council chambers has gone unheard for more than a year now.

Commissioner Lent said the housing authority is the lead, along with the health district, as users of the largest amount of square footage in the building, and that this is up to the owners association.

Commissioner Coppola said these concerns have been expressed to the owners association several times and it has taken no action and has not addressed the concerns. If they are not going to respond, boards need to let them know they will be moving their meetings.

Commissioner Erickson said she believes it will be a good idea for the transit board to meet at the transit office, which is convenient, has more parking and would be easier for KT staff. She said the Department of Emergency Management and CENCOM also come here for meetings when all these agencies have their own facilities.

Chairperson Maupin said the parking situation here is not good and that the owners association is not responsive. He said his attempts to help have been ignored, and that somebody needs to step up and solve the parking problem.

**Commissioner Erickson moved that the KT board hold its monthly meetings at transit's administrative office in the Harborside Building rather than at the Norm Dicks Government Center. Commissioner Coppola seconded the motion.**

Chairperson Maupin said he would like to have KT staff look into this before the board makes

any decisions. He noted a disadvantage to holding meetings at the KT office is that there is not sufficient room there for a large audience if the board were to discuss a contentious issue.

**Chairperson Maupin called for those in favor of the motion. Commissioners Coppola and Erickson voted yes. Chairperson Maupin called for those opposed to the motion. Commissioners Brown, Gelder, Lent, Maupin and Putaansuu voted no.**

Mr. Witte said the board could meet in Silverdale, where there is plenty of parking.

**Chairperson Maupin called for abstentions. Commissioner Brackett abstained.**

Commissioner Lent said she will try to get an answer before the next transit board meeting and that this issue could be on the agenda in June.

Chairperson Maupin said he welcomes any help to get the owners association to be reasonable about parking.

## **11. OTHER PUBLIC COMMENT**

Chairperson Maupin called for additional public comment. There was none.

**12. ADJOURN:** Chairperson Maupin adjourned the meeting at 11:21 a.m.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 21<sup>st</sup> of June, 2011.

ATTEST:

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Will Maupin, Chairperson

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Cathie Knox-Browning  
Clerk of the Board

# KITSAP TRANSIT ADDITIONAL BOARD MEETING MATERIALS

**May 17, 2011**

*Attached please find additional information for today's meeting from KT's state legislative lobbyists; STAFF INFORMATION, Item 8a.*

To: Kitsap Transit Board  
From: Jensen Walgren Doty Governmental Consulting  
Date: May 15, 2011  
Re: Legislative Status Report – May Supplemental

Updates are highlighted.

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## **Special Session Update**

The Legislature is has passed the half-way point of the first special session, which is scheduled to end by May 26. According to reports, there is roughly a 50-50 chance that the Legislature will require a second special session to complete its budget work. One of the chief sticking points is the issue of workers compensation, as House and Senate leaders disagree on how to reform the state-provided insurance system that provides roughly \$2 billion in benefits each year. As the AP reported, “Senate leaders have approved a measure that includes an option of reaching lump-sum settlements with workers who receive benefits for a prolonged period, and Gregoire said senators are not interested in finalizing a budget until workers' compensation has been settled. But leadership in the House has made it clear they aren't accepting a measure that includes a settlements provision.” How this issue is dealt with will largely determine whether the Legislature can adjourn once and for all, or whether they will wait for the June 17 revenue forecast to continue negotiations.

## **Transportation Budget**

Prior to adjournment on April 22, the Legislature passed the Transportation Budget. It is scheduled to be signed into law by the Governor on Monday, May 16. The final version includes the following provisions of interest to Kitsap Transit and Kitsap County:

- \$40 million for Regional Mobility Grant program, including \$1.9 million for the Poulsbo SR 305/3 Park & Ride
- \$3 million in toll credits for Kitsap Transit’s use on passenger-only ferry service and ferry-corridor related projects
- \$435,000 for SR 3/Belfair Bypass - New Alignment

## **Additive Transportation Funding Package – HB 2053 Update**

The House and Senate introduced companion bills, HB 2053 and SB 5925, on 4/7 and 4/8. These bills would raise approximately \$161 million through various fee increases. The House version, HB 2053, is on the floor of the House waiting for action. Several versions of the bill

have been proposed in an attempt to secure passage in the House. One current proposal includes approximately \$11 million in funding for the public transportation department, to be distributed via the special needs grant formula. Another version appropriates \$13 million with the majority of that going to specific regional mobility grant projects. This was done in response to several representatives who feel strongly about transit in their districts and who would not have voted for the bill without the regional mobility projects. This latter proposal is unlikely to be met with much enthusiasm, especially in the Senate, and will likely be altered to be more like the original proposal, with all transit money going through the special needs distribution method. This is a key bill in the special session, and we are working closely with the interested parties as the bill moves forward.

### **Key Legislative Proposals**

- **HB 1171/ SB 5205** – removing certain onerous, duplicitous, and expensive planning requirements for bus rapid transit. The Governor signed this bill on 4/20 and it will be effective on 7/22. A copy of the picture from the bill signing is attached. Present for the photo, from left to right behind Governor Gregoire: Dylan Doty, Lobbyist, Kitsap Transit; Representative Judy Clibborn, Chair House Transportation Committee; Gordon Walgre, Lobbyist, Kitsap Transit; Rick Jensen, Lobbyist, Kitsap Transit; Dick Hayes, Executive Director, Kitsap Transit; Representative Christine Rolfes, Prime Sponsor of HB 1171.
- **HB 1071** – complete streets grant program. This bill would require the department of transportation to establish a “complete streets” grant program within the department's highways and local programs division to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. This bill passed the Senate with amendments, and the House concurred and passed it on final passage 53-43. The Governor signed this bill on 5/5 and it will be effective on 7/22.
- **HB 1536/SB 5457** – authorizing a congestion reduction charge for King County. SB 5457 passed the Senate 26-23 after being amended to apply only to King County and to require a 2/3 vote of the county council to implement the charge. The House amended the bill to eliminate the 2/3 requirement. The Senate refused to concur in the amendment, and a conference committee was been formed to reconcile the differences. The bill was returned to the form that passed the Senate has been delivered to the Governor and awaits signature.
- **HB 1897** – codifying the rural mobility program. This bill would require the department of transportation to establish a rural mobility grant program to aid small cities and rural areas and to create the rural mobility grant program account. This bill passed the House by a vote of 97-1 and passed the Senate 49-0. The Governor signed this bill on 5/5 and it will be effective on 7/22.
- **HB 1985/SB 5836** – allows certain private carriers to use HOV and transit-only lanes. This bill modifies provisions relating to certain private transportation providers use of reserved portions of highways, high-occupancy vehicle lanes, and limited access

facilities. SB 5836 passed the Senate unanimously and the House amended it in Committee. The House amendments would do several things: (1) Allow WSDOT and local authorities to authorize the use of HOV and transit only lanes, except for business access and transit lanes, by private transportation provider vehicles, and specifically allows for the prohibition of such vehicles in an HOV lane if the speed in the lane falls below 45 miles per hour at least 90% of the time during peak hours; (2) Encourage local authorities to establish a process for private transportation providers to apply for the use of public transportation facilities; (3) Modify the existing statute regarding the use of park and ride lots by private transportation providers in a variety of ways, including broadening the types of providers that can use the lots, clarifying the time frame to be considered when deciding if there is sufficient capacity in the lots, clarifying the guidelines for determining the payments for use of the lots, and allowing termination of the agreement for use of a lot in the event that a private transportation provider violates policies regarding the use of the lot; (4) Require WSDOT to convene a stakeholder process to develop standard forms, explanations of rate calculations, and standard indemnification provisions, which may be used by all local authorities; and (5) Add local authorities to the entities whose federal funding must be considered when determining if any portion of the act must be rendered inoperable. The Senate refused to concur and made several minor changes, but the bill finally passed and is headed to the Governor for signature.

- **HB 1747/ SB 5128** – sets up a planning to committee to develop long-range statewide transportation plan required by federal law; modifies and deletes certain existing planning requirements of WSDOT and OFM. This bill would allow for more flexibility to organize the transportation planning process across modes and jurisdictions by providing policy direction on the desired outcome and reducing statutory procedural requirements. The Senate version has been moved to the Rules Committee. We are monitoring this bill along with the other members of WSTA. This bill failed to move prior to the end of session, but it remains alive in the special session.
- **SB 5251** – places a \$100 fee on electric vehicles with the revenue to be used for road and highway purposes. Efforts to amend the bill to allow revenue to go to the multimodal account have been met with some pushback; however, WSTA is continuing to attempt to amend the bill to that effect. This bill passed the Senate on 3/29 by a vote of 30-16, with 1 absent and 2 excused. It received a public hearing in House Transportation on 3/11 and was passed to Rules on 3/14. **This bill was moved to the floor of the House on May 6, and awaits further action.**
- **SB 5791** – allows transit agencies to enter into a lease with a private entity to provide restaurant or beverage service in park & rides. The bill states that WSDOT, or any local transit agency that has received state funding for a park and ride lot, may contract with private vendors to provide various services at the park and ride lots such as food or beverage services, grocery and convenience store services, or other private enterprise services that are of benefit to the traveling public. Lease payments derived from the arrangement must first be applied towards maintenance and operations of the applicable park and ride lot and the remainder must be deposited into the state Multimodal Transportation Account. WSDOT must adopt rules to administer the program, including

a flexible process to prioritize local business interests when entering into lease agreements. The bill passed and is headed to the Governor for signature.

- **SB 5796/HB 1967** – product of JTC study; originally aimed at three issues: 1) adjusts transit reporting deadlines; 2) provides that state facilities be located in areas adequately accessible by transit; 3) exempts transit facilities from WSDOT airspace charges. This bill is the product of the 2010 Joint Transportation Study on Public Transportation. WSTA has worked extensively on these companion bills and is actively supporting them. Both bills were passed out of their respective Transportation Committees with various amendments. The Senate version, 5796, removed language regarding airspace leases, as there was a concern over legal implications as well as how this would work within existing transit areas in King County. The House version made several additions: 1) requires the Secretary of the WSDOT to designate an employee in each region who would be responsible for integrating public transportation planning into state transportation activities and fostering greater partnerships between the state and public transportation service providers; 2) requires the WSDOT to include a section in its biennial report to the Governor and the Transportation Committees of the Legislature regarding the integration of public transportation planning into state transportation activities and the fostering of greater partnerships between the state and public transportation service providers; 3) requires the Office of Financial Management to establish objectives and performance measures regarding public transportation and report on progress towards achieving them in its biennial attainment report; and 4) modifies the definition of passenger intermodal facilities, in the list of transportation facilities and services of statewide significance, to include park and ride lots and transit centers. WSTA and its members are supportive of the underlying bills and will continue to work with the legislators to ensure that the final versions are appropriate for all transit agencies.

HB 1967 passed the House 64-34 and received a hearing in Senate Transportation on 3/28. The Senate amended the House bill to fit the previously-passed Senate version. It passed the Senate 44-5 on 4/9. The House concurred in the amendments and passed it on 4/14. It now heads to the Governor's desk for signature and implementation.

- **HB 1899, SB 5693, SB 5685, SB 5294** – public records bills. Various bills are still alive that relate to public records requests. These are all in various stages of flux, and are likely to change several times over before the end of the legislative session. We will continue to monitor these bills along with the members of WSTA and other local governments and associations.

HB 1899, changing penalty amounts for public records violations, passed the House 96-2 and passed the Senate unanimously on 4/6. The Governor signed this bill on 5/5 and it will be effective on 7/22.