

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

MINUTES OF OCTOBER 4, 2022

Board of Commissioners Present:

Deets, Joe, Mayor, City of Bainbridge Island
Driskell, Robert, Teamsters Local No. 589, *non-voting member Absent*
Erickson, Becky, Mayor, City of Poulsbo, **Vice Chair**
Garrido, Charlotte, Kitsap County Commissioner
Gelder, Robert, Kitsap County Commissioner *Absent*
Mockler, Anna, Council Member, City of Bremerton
Putansuu, Robert, Mayor, City of Port Orchard
Schneider, Leslie, Mayor, City of Bainbridge Island *Absent*
Wheeler, Greg, Mayor, City of Bremerton
Wolfe, Edward, Kitsap County Commissioner, **Chair**

Staff Present:

Michael Bozarth, Operations Director; John Clauson, Executive Director; Edward Coviello, Transportation & Land Use Planner; Jeff Davidson, Grants & Compliance Coordinator; Kathryn Jordan, Routed Operations Manager; Sonya Jorgensen, Operations Technical Specialist; Stephanie Milne-Lane, Clerk of the Board; Mary Pauly, Human Resources Director; Kimberly Ruiz, Operations Coordinator; Ray Scott, Marine Services Director; Paul Shinnors, Finance Director.

Also Present: David Weibel, Legal Counsel

1. CALL TO ORDER: Chairperson Wolfe called the meeting of the Kitsap Transit Board of Commissioners to order at 8:30AM.

Clerk of the Board Stephanie Milne-Lane shared the following opening statement: This meeting of the Kitsap Transit Board of Commissioners is being held virtually in accordance with the Open Public Meetings Act. In addition to the numerous resources provided for the public to listen, view, and provide comment for this meeting, in-person attendance for the public is now available. This meeting will also be recorded and available for viewing at the public's convenience on the Kitsap Transit website or through Bremerton Kitsap ACCESS Television. This information was provided to the public through regular distribution of the agenda, posting on Kitsap Transit's website and Rider Alert.

The public was invited to submit written comments to be included in the record by 4:00PM on October 3, 2022, to myself, Stephanie Milne-Lane, Clerk of the Board. Comments have been provided to the Board via e-mail and will be included in the minutes as part of the permanent record for this meeting. The Board will also take comments from the public at the designated time on the agenda. When called upon, please state your name for the record and you will have three (3) minutes to address the Board.

2. AGENDA REVIEW

None.

3. CHAIRPERSON'S COMMENTS

None.

4. CONSENT/ACTION ITEMS

- a. Warrants for August 2022
- b. Minutes of September 6, 2022 Board Meeting
- c. Resolution No. 22-62, 4th Quarter 2022 Capital & Operating Procurements
- d. Resolution No. 22-63, Adoption of Title VI Program
- e. Resolution No. 22-64, Contract Award - Port Orchard Transit Center Planning Study

Mayor Erickson moved and Mayor Putaansuu seconded the motion to approve the Consent Agenda. Discussion: None. Motion passed unanimously.

5. FULL DISCUSSION /ACTION ITEMS:

- a. *Resolution No. 22-65, ACCESS Bus Price Increase*

Executive Director John Clauson explained that this Resolution sought permission to move forward with the acquisition of eleven (11) ACCESS busses, which required a price adjustment that amounted to seven hundred eighty thousand six hundred thirty-seven dollars (\$780,637).

Mayor Putaansuu moved and Mayor Erickson seconded the motion to adopt Resolution No. 22-65, authorizing staff to add unbudgeted local funds and approve the contract amendment for the economic price increase adjustment for purchase of eleven (11) ACCESS buses.

Discussion: None.

Motion passed unanimously.

- b. *Resolution No. 22-66, Adoption of Electronic Signature Use*

Executive Director Clauson explained that this Resolution sought to establish an electronic signature policy for Kitsap Transit, which would expedite the processing of documents and reduce paper consumption.

Mayor Erickson moved and Commissioner Putaansuu seconded the motion to adopt Resolution No. 22-66, authorizing Kitsap Transit staff to develop an electronic signature and record policy and conduct its business with electronic signatures.

Discussion: Mayor Erickson recommended that Kitsap Transit standardize what electronic signature platform it used. Erickson noted that DocuSign provided a history of signatures. Mayor Putaansuu shared that the City of Port Orchard used DocuSign.

Motion passed unanimously.

c. Resolution No. 22-67, M/V Solano Contract Reauthorization

Executive Director Clauson explained that this Resolution sought reauthorization of the Nichol's Brothers Boat Builders (NBBB) contract for refurbishment work on the M/V Solano. Funds that the Board approved through Resolution 22-61 would be used to pay for the refurbishment work.

Mayor Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-67, approving the two change orders amounting to \$1,003,681.08, which increases NBBB's M/V Solano Refurbishment contract KT 21-739 \$7,030,525.08 and resets the Executive Director's authority to approve future change orders up to ten percent (10%) of the new contract total.

Discussion: Mayor Erickson voiced concern over the cost of repairs.

Executive Director Clauson explained that Kitsap Transit's owner's representative reviewed change orders associated with this project. Clauson noted that another large change order is not expected, but unforeseen smaller repairs might occur.

Motion passed unanimously.

d. Resolution No. 22-68, Bid Award – Marine Maintenance Facility Planning Study

Executive Director Clauson explained that this Resolution would award a contract to study where a Marine Maintenance Facility might best be located within Kitsap County.

Mayor Wheeler moved and Mayor Deets seconded the motion to adopt Resolution No. 22-68, authorizing contract award to KPFF for the Marine Maintenance Facility Planning Study in the amount of four-hundred seventy-four thousand eight hundred fifty-two dollars (\$474,852).

Discussion: Mayor Erickson inquired if there were any restrictions placed on where the facility might be located.

Executive Director Clauson explained that the Marine Maintenance Facility Planning Study sought to locate a site that would facilitate a heavy-duty maintenance facility. Clauson noted that zoning restrictions would have to be considered when investigating where the site might be located.

Mayor Putaansuu commented that the zoning for the Marine Maintenance Facility would likely be industrial or light industrial.

Motion passed unanimously.

e. Resolution No. 22-69, Machinists Union Local 282 Collective Bargaining Agreement

Executive Director Clauson recognized the Machinist Union Local 282 and Kitsap Transit on reaching a tentative collective bargaining agreement. Clauson explained that Machinist Union Local 282 membership, which covers Kitsap Transit Facilities Maintenance staff, had ratified the agreement. The agreement would become effective November 1, 2022 and would stay in effect until October 31, 2025. Clauson explained that the agreement included a one-time lump sum ratification bonus payment of one thousand five hundred dollars (\$1,500) as well as wage adjustments of five-and-one-half percent (5.5%) in 2022 and three percent (3%) in 2023 and 2024. The agreement also included non-cumulative longevity wage adjustment premiums, which amounted to two percent (2%) above the employee's current position range and step following fifteen (15) years of employment, four percent (4%) following twenty (20) years of employment, and eight percent (8%) following twenty-five (25) years of employment. Clauson also noted the agreement also recognized Juneteenth as a holiday.

Mayor Deets moved and Commissioner Mockler seconded the motion to adopt Resolution No. 22-69, approving the replacement Collective Bargaining Agreement Between Kitsap Transit and Machinists Union Local 282 effective November 1, 2022 through October 31, 2025.

Discussion: Mayor Putaansuu, Mayor Erickson, and Commissioner Wolfe offered congratulations to Machinist Union Local 282 and Kitsap Transit. Mayor Wheeler and Commissioner Mockler also shared congratulations and acknowledged the importance of recognizing longevity of public service for employees.

Motion passed unanimously.

f. Resolution No. 22-70, Machinists Union Local 282 and Teamsters 589 Collective Bargaining Agreement

Executive Director Clauson recognized the Machinist Union Local 282, Teamsters 589, and Kitsap Transit on reaching a tentative collective bargaining agreement that covered Vehicle Maintenance staff. Clauson explained that the membership of Machinist Union Local 282 and Teamsters 589 had ratified the agreement. Clauson also noted the agreement would become effective November 1, 2022. He also outlined that the terms of the agreement were identical to those defined in Resolution 22-69. Clauson credited Machinists Union Local 282, Teamsters 589, and Kitsap Transit staff on effective negotiations.

Commissioner Mockler moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-70, approving the replacement contract between Kitsap Transit, Machinists Union Local 282, and Teamsters Local 589 effective November 1, 2022 through October 31, 2025.

Discussion: Mayor Putaansuu voiced congratulations. Mayor Erickson acknowledged Richard Stone, who was filling in for Robert Driskell as the Board's non-voting labor representative, for the Teamsters hard work.

Motion passed unanimously.

g. Resolution No. 22-71, Contract Modification – Silverdale Transit Center Design

Executive Director Clauson explained this Resolution sought permission for a contract modification for Parametrix, the firm contracted to assist with the design of the Silverdale Transit Center. The modification of the contract would facilitate bus charger engineering design and construction design services.

Commissioner Wolfe moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-71, authorizing contract modification to KT 15-516 for bus charger engineering design and additional budget for design services during construction for the Silverdale Transit Center project in the amount of four hundred forty-seven thousand nine hundred twenty-one dollars and sixty-five cents.

Discussion: Mayor Erickson inquired if Parametrix planned to study how much energy Puget Sound Energy (PSE) could bring to the Silverdale Transit Center. Executive Director Clauson explained that Parametrix would also assist with the design of the Silverdale Transit Center.

Motion passed unanimously.

6. EXECUTIVE DIRECTOR ITEMS

- Executive Director Clauson explained that the Teamsters business representative Mark Fuller retired at the end of September 2022. Robert (Bobby) Driskell will finish out Mark's term, which concludes at the end of 2022. Clauson noted that Richard Stone filled in for Mr. Driskell at the meeting due to a prior commitment. Commissioners Wolfe and Garrido acknowledged Mr. Fuller's outstanding work and requested Richard Stone pass along the recognition.
- Executive Director Clauson thanked the Board for attending the Silverdale Transit Center groundbreaking in May 2022 and presented the Board of Commissioners with a commemorative shovel.

- Executive Director Clauson shared images of the National Safety Council's Safety Congress & Expo where Val Quill was recognized for her exemplary driving with an award and a medal.
- Executive Director Clauson noted that the American Public Transportation Association (APTA) Conference would take place in Seattle October 9-12th. Clauson extended an invitation to Board Members to attend.
- Executive Director Clauson requested feedback from the Board as Kitsap Transit works to establish its 2023 Goals.
- Executive Director Clauson mentioned that Kitsap Transit's Lobbyist Dylan Doty was attending the meeting and would be outlining a draft of the agency's 2023 legislative agenda.

7. PROGRESS REPORTS

- a. Draft Financial Reports through July 2022
- b. Capital Work in Progress
- c. Fuel Costs Report through the end of August 2022

8. STAFF INFORMATION / EMPLOYEE RECOGNITION

- a. Draft 2023 Legislative Agenda from KT Lobbyist
 - KT Lobbyist Mr. Dylan Doty outlined Kitsap Transit's 2023 legislative agenda, which included concentrating on Washington State Department of Natural Resources (DNR) lease fees, hydrogen fuel systems, preservation of state investments, and securing toll credits. Mr. Doty also outlined items that other agencies would be spearheading that Kitsap Transit was interested in, such as derelict aquatic structure removal, updates to the Commercial Driver's License (CDL) program, support of Washington State Ferry (WSF) program, and Washington State Transit Insurance Pool's (WSTIP) legislative agenda. Mr. Doty welcomed the Board's feedback on the draft legislative agenda.
 - Mayor Erickson referenced Mayor Wheeler's recent letter to Governor Inslee requesting funding to temporary expand Kitsap Transit's POF service on the Bremerton-Seattle route to fill in WSF service gaps. She suggested adding this to the legislative agenda. Mayor Wheeler affirmed Mayor Erickson's suggestion.
 - Mayor Erickson asked about the ongoing HOV lane study. Executive Director Clauson explained that Kitsap Transit communicated with vendors, but only one expressed a willingness to conduct the study, whoever the associated cost was substantial. As a result, Kitsap Transit stepped away from the study. Washington State Department of Transportation (WADOT) is now directing the study. Mr. Doty noted that various stakeholders would

be advocating for legislation for roadside safety, particularly in construction zones, which might be connected to the HOV enforcement study.

- Mayor Erickson brought up the issue of derelict vessels and noted the City of Bainbridge Island's success with the problem by hiring a Harbor Master. Mayor Erickson inquired if it would be possible to put together legislation that would allow Ports to hire Harbor Masters. Mr. Doty noted that he would investigate DNR's role in this problem. Executive Director Clauson recommended meeting with Port leadership to discuss the idea. Mayor Putaansuu noted that it takes two (2) police officers to staff a boat when dealing with derelict vessels. Mayor Putaansuu further explained that the City of Port Orchard recently conducted derelict vessels enforcement, noting that it was difficult to get DNR to perform their responsibilities. Mayor Erickson maintained that using police officers were an expensive way to handle derelict vessel enforcement and indicated that this was a life safety issue with the running of fast ferries. Mr. Doty asked if police were traditionally the method used to regulate derelict vessels. Mayor Putaansuu confirmed that police were used and explained that DNR usually became involved once a vessel sank. Commissioner Mockler requested an example of a derelict aquatic structure. Mr. Doty provided several examples, including obsolete pilings and a partially submerged pier.
- b. Recognizing the July Driver of the Month in *ACCESS – Andrea Hillman*
- c. Recognizing the August Driver of the Month in *ACCESS – Elaine Clifford*
- d. Recognizing the August Driver of the Month in *Routed – Mike Gilbert*
- e. Recognizing the August Worker/Driver of the Month – *Kevin Glassner*

PUBLIC COMMENTS

Mr. Roy Runyon provided a public comment that touched on the following points:

- Mr. Runyon noted that in the Title VI report the type face and color were difficult to read. He suggested that future reports use a darker color.
- Mr. Runyon remarked that the Fast Ferry Performance Indicators on the Kitsap Transit website had not been updated since February 2021.
- Mr. Runyon shared that he retired from Kitsap Transit in June 2022 after working eighteen (18) years as an *ACCESS* Operator. He noted that he retired because of the working conditions, which he discussed with various Kitsap Transit staff members. He recommended Kitsap Transit work on retention and survey Operators to learn what their concerns are.

A public comment made by Robert Legge via email has been appended to the minutes so that it is part of the official record.

10. GOOD OF THE ORDER

Commissioner Mockler inquired about Kitsap Transit's Dial-A-Ride program and if it was offered within Bremerton. Executive Director Clauson confirmed that the Dial-A-Ride program operated

outside the fixed route area and thus outside of Bremerton. Executive Director Clauson explained that the Dial-A-Ride program was an expensive program to run and was used to identify demand in specific areas where a fixed route might expand. Commissioner Mocker requested financial figures of the Dial-A-Ride program.

Mayor Deets apologized for his tardiness.

Mayor Putaansuu noted he had an excellent experience riding the Carlisle II to the attend the meeting.

Mayor Erickson requested adjustments to the microphones in the Norm Dicks Government Center. She recommended that more than three (3) microphones be "on" at one time.

Mayor Wheeler solicited feedback regarding the BKAT and hybrid viewing experience at the Norm Dicks Government Center so that improvements can be made.

11. ADJOURN: At 9:33AM Chairperson Wolfe adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 4th day of October 2022.



Edward Wolfe, Chairperson



Stephanie Milne-Lane
Clerk of the Board

PUBLIC COMMENTS

From: [Robert Legge](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Public Comment October 4, 2022 Board Meeting
Date: Friday, September 30, 2022 2:28:58 PM

Dear Members of the Board,

I am a relatively new resident of Washington State and the city of Bremerton having just moved to Bremerton in October of last year. One of the main attractions of Bremerton for me is the Seattle-Bremerton fast-ferry service. The service, when available, is fantastic and is a convenient, efficient, and delightful mode of transport.

I would like to lobby for an increase in these fast ferry sailings - particularly later evening and weekend service. I believe that the benefits of additional sailings would be far-reaching:

Firstly, it would serve to reduce emissions from individuals driving to Seattle. I frequently travel to Seattle for social activities, but I am rarely able to find a ferry sailing that suits my schedule with the current limited service. Secondly it would attract traffic from Seattle residents, which in turn would serve to provide more revenue to local businesses, and residents with higher incomes that would generate greater tax revenues for the city of Bremerton.

To support this opinion, I'd like to reference comments from Brian Taylor, professor of urban planning and public policy and director of the Institute of Transportation Studies at UCLA on his recent appearance on the Freakonomics podcast, Episode 513.

In that episode, Brian uses the idea of 'elasticity' to explain the important effects of increasing the amount and reliability of public transit services as observed in an experiment where they made public transit free-of-charge in a test area of a major metropolitan area. You'll hear in his comments that riders appreciated the increase in service and efficiency as much or more than they valued the elimination of the fare.

"Here's this idea of elasticity — when there's a change in price, how do users respond? If it's very elastic, a change in price causes a big change in behavior. If it's inelastic, a change in price elicits a small change in behavior. In this case, we can think about price elasticity, which is: if the fare goes down to zero or goes up. And we can also think about service elasticity, so if the service becomes more frequent, people don't have to wait as long. And it turns out that people are at least as service-elastic as they are price-elastic... **People are very service-elastic.** They really like reliable service. We know that people value [their] wait time at about 1.5 to 4.5 times [their] in-vehicle time. So let's just call it three times. That means if you wait 10 minutes for a bus, in your perception of the burden of that trip, you weighted it like it was a half hour. So what I would say is that experiment tells us both that people responded to the free fare, they also responded to the fact that the boarding and alighting times were faster..."

I truly believe that if the fast-ferry schedule was increased, demand for the use of those added fast-ferry sailings would also increase as it would quickly become a viable alternative to car travel to Seattle. For my part, I would absolutely be willing to pay increased fares and/or have an increase in my taxes to fund this requested increase in fast-ferry service as I think the benefits to the Bremerton community would be profound.

Thank you for your kind consideration,

Robert Legge
robert.j.legge@gmail.com
206-954-2882