

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

MINUTES OF FEBRUARY 1, 2022

Board of Commissioners Present:

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

Staff Present:

Sanjay Bhatt, Marketing Director; Michael Bozarth, Operations Director; Jill Boltz, Clerk of the Board; John Clauson, Executive Director; Dennis Griffey, Vehicle & Facilities Maintenance Director; Steffani Lillie, Service & Capital Development Director; Mary Pauly, Human Resources Director; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Ray Scott, Marine Services Director; Paul Shinnars, 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 8:33AM.

Clerk of the Board Boltz shared the following opening statement: This meeting of the Kitsap Transit Board of Commissioners is being held virtually in accordance with Governor Inslee's Proclamation No. 20-28 and subsequent extensions relating to the suspension of certain provisions of the Open Public Meetings Act. Staff has provided numerous resources for the public to listen, view and provide comment for this meeting. This meeting will be recorded and available for viewing at the public's convenience on the Kitsap Transit website or through Bremerton Kitsap Access Television (BKAT). 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 Monday, January 31, 2022 to myself, Jill Boltz, Clerk of the Board. No comments were received. The Board will also take Public Comments during 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

No changes.

3. CHAIRPERSON'S COMMENTS

Chair Wolfe commented on the last time he was chair for the Kitsap Transit Board of Commissioners and how different the times are today. Wolfe noted the three fast ferry sailings KT currently offers and now looking toward the all-electric fast ferry.

4. CONSENT/ACTION ITEMS

- a. Warrants for December 2021
 - Warrant numbers transit fund 159151 to 159471 in the amount of \$1,397,831
 - Warrant numbers ferry fund 604576 to 604655 in the amount of \$1,119,010
 - Payroll transfer in the amount of \$3,524,168
 - ACH clearing account payments in the amount of \$462,012
 - Travel Advances of \$3,461
- b. Minutes of January 4, 2022 Board Meeting

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

5. FULL DISCUSSION /ACTION ITEMS:

- a. *Presentation: Marketing 2022 Goals Progress – Newsletter*

Executive Director Clauson explained one of the goals for 2022 (carried over from 2019) was to let people know what is going on with transit. Public Information Coordinator Christian Vosler has joined our team and has been working on this goal with Marketing Director Sanjay Bhatt.

Marketing Director Bhatt shared the goal of the newsletter, current platforms and presented the conceptual blog site. The newsletter will be called "Headways."

Public Information Coordinator Vosler explained the goal of the newsletter is to increase brand awareness, deliver important service information and get information out to the public on what KT is doing, to both riders and non-riders. Each newsletter will have a feature article with a few other articles and a calendar of events.

Bhatt added that the overriding focus is to extend the reach beyond ridership to non-riders to reach a larger percentage of the county's population.

Commissioner Wheeler asked about offering the newsletter in multiple languages. Bhatt shared that he had not thought of that, but we do have a translation service.

Commissioner Wheeler asked about real-time messaging and alerts for emergencies. Bhatt explained KT is currently using other mediums such as Twitter and a specific web page for real-time alerts but will certainly be looking at other ways to use the blog.

Clauson added that KT also has a Rider Alert system that members of the public can subscribe to that provides real-time information based on what topics they subscribe to receive.

Commissioner Schneider suggested encouraging riders to send in pictures from a route, which if used may encourage them share on their own social media sites.

Clauson thanked Bhatt, Vosler and Jeremiah Holcomb, Marketing/Public Information Coordinator for the work they do. The goal for first the publication will be first quarter of 2022.

b. *Resolution No. 22-13, ACCESS Bus Purchase*

Executive Director Clauson explained this is an annual purchase of vehicles used for the *ACCESS* program. These buses need to be replaced more frequently than larger, heavy-duty buses. These buses will be propane-fueled.

Commissioner Erickson moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-13, authorizing staff to purchase thirteen (13) propane *ACCESS* buses.

Discussion: Commissioner Schneider asked why not consider electric [buses] at this time. Executive Director Clauson explained the smaller buses have not yet been developed. There is a start in that direction, but there is not a good supply available with the range needed for our operation.

Commissioner Schneider asked whether the requirements for the buses include passenger and wheelchair capacity. Clauson stated that size is also an issue due to the need for maneuverability down long drive ways, parking lots that are not conducive for the larger buses, along with the passenger capacity and wheelchair accessibility.

Schneider questioned what range would be needed. Clauson stated he would have to get the information and report back.

Clauson stated one of the challenges with even the larger electric buses is the range. It takes about 1.5 electric buses to equate to 1 diesel bus. There are different strategies such as in route charging to extend the distance during the day.

Commissioner Erickson asked for clarification on the 1.5 electric for every other fuel source and whether that is due to charging. Clauson stated yes, that is the primary reason. Another issue is the spare ratio allowed by the Federal Transit Administration (FTA), with needing 1.5 electric buses versus other fuel sources and there is a need to have this discussion with them.

Motion passed unanimously.

c. Resolution No. 22-14, Supervisor Van Purchase

Executive Director Clauson explained this is to purchase two all-wheel drive vehicles that are wheelchair equipped.

Commissioner Erickson moved and Commissioner Putaansuu seconded the motion to adopt Resolution No. 22-14, authorizing staff to purchase two (2) all-wheel drive wheelchair lift equipped supervisor vans. Discussion: None. Motion passed unanimously.

d. Resolution No. 22-15, Contract Award – Ruth Haines Road Design

Executive Director Clauson explained this is a piece of the North Kitsap project and part of the approval process required by the City of Poulsbo. There is a portion of Vetter Road that bisects KT's maintenance property and for the City to vacate Vetter, they are requiring the road be replaced/relocated.

Commissioner Wheeler moved and Commissioner Erickson seconded the motion to adopt Resolution No. 22-15, allowing staff to award a contract to LDC, Inc. for an amount of one hundred sixty-six thousand three hundred thirty-nine dollars and twelve cents (\$166,339.12).

Discussion: Commissioner Erickson stated this was a commitment made many years ago. The City is happy to vacate the road to allow the two pieces of the park and ride to become one.

Motion passed unanimously.

e. Resolution No. 22-16, Contract Award – M/V Finest Exhaust Renewal & Repairs

Executive Director Clauson explained the design of the current exhaust system has challenges. The fix and update of the system to today's standards will help maintain the vessel and reduce some of the challenges. Nichols Brothers is the same firm that did the refurbishment on the Finest.

Chair Wolfe asked if Nichols Brothers the only "game in town" locally. Clauson stated they are the only ones that submitted a bid and there are a limited number of facilities in the Puget Sound. The vessel is the wrong size in the sense that it is too small for some of the bigger facilities and too large for some of the smaller facilities which limits the number of prospective bidders who will work on it. There are other facilities that specialize in building new vessels and staff is aware of one facility that would rather not work with public agencies because of the added red tape and bureaucracy.

Commissioner Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-16, authorizing staff to contract to Nichols Brothers Boat Builders (NBBB) for the renewal and repair of the main engine exhaust on the M/V Finest in the amount of three hundred four thousand thirty-six dollars and seven cents (\$304,036.07).

Discussion: Garrido asked Clauson about the “challenges” with the exhaust system and what type of challenges. Clauson stated the system is dated and needs repair. This is a good time to have it updated which will make it easier for maintenance staff.

Chair Wolfe asked about the working relationship with (NBBB) post-pandemic. Clauson stated they have delivered both vessels contracted for construction; however, they are still working on some warranty issues. Staff is comfortable with proceeding with this contract.

Commissioner Erickson asked who the owner’s representative is for this project. Clauson stated staff was ready to bring an award to the Board and the successful bidder shut their doors. We are moving forward with another RFP for an owner’s representative on both of these projects. Clauson agreed that it is critical we have someone available to make sure staff knows what is happening with the projects. Erickson stated we don’t want to proceed with either of these two until we have someone with eyes on the ground. Clauson agreed and spoke to internal discussions with staff. Staff is confident we will get through this process and come back at the next meeting with award. Erickson asked if there is a requirement to contract in Washington State, similar to Washington State Ferries. Clauson stated no, but we do believe there are other firms available in the State that could do the work.

Motion passed unanimously.

f. Resolution No. 22-17, Bid Award – M/V Solano Refurbishment Project

Executive Director Clauson explained this is the vessel purchased from the Bay Area. The transfer of the federal interest in this vessel cost KT a little over one million dollars. In addition to refurbishment, we want to modify the bow area to allow use as a backup for the Southworth route and use in the Washington State Ferries car slip. The project cost is in excess of budgeted amount; however, there are sufficient funds to cover the shortfall.

Commissioner Garrido moved and Commissioner Putaansuu seconded the motion to adopt Resolution No. 22-17, allowing staff to award a contract to Nichols Brothers Boat Builders in the amount of six million twenty-six thousand eight hundred forty-four dollars (\$6,026,844).

Discussion: Commissioner Putaansuu spoke to the significance of the project and the need to have an owner’s representative on site. Putaansuu asked what a new vessel of

this size would have cost. Clauson stated the closest comparison is Enetai and Commander and they were \$13 million each. The Solano is a little larger, so probably \$14 - \$15 million, if not more.

Commissioner Erickson asked who is doing design work and whether it will be Nichols Brothers. Clauson stated the design work has already been completed. Nichols Brothers will, to some extent, have say in the project. The largest challenge to the modification is the passenger doorway from the cabin to the bow.

Erickson wanted to reaffirm there is adequate insurance on these vessels for wherever they are located and that the increased value is included in the coverage. Clauson explained the vessels receive updated surveys used for the vessel value for the insurance.

Clauson stated it may be necessary to hold a second meeting in March for the award of the owner's representative depending on the timing of the request for proposals.

Commissioner Wolfe asked for confirmation on whether there is adequate funding for this project. Clauson stated yes, there is more than adequate funding but there may be a need for a mid-year budget adjustment to balance things out.

Chair Wolfe asked if the bow modifications were anticipated when the M/V Solano was purchased. Clauson explained yes, we knew this was a need. A firm was brought in that did an engineering review of the vessel and a scope was developed prior to going on the street for bid.

Commissioner Wheeler questioned whether the Solano would serve as back-up on the Southworth route. Clauson stated it could be back-up for either route, but preferably Southworth so we do not have to take the bow loader off the Kingston route and shuffle boats around. Wheeler spoke to not wanting to take for granted the trust of constituents and awareness of what is important for a maritime industry.

Motion passed unanimously.

6. EXECUTIVE DIRECTOR ITEMS

Executive Director Clauson gave an update on the following:

- **Agreement reached with Machinists/Teamsters on wage reopener for the current contract which was approved. Clauson thanked Mark Fuller for the help. This contract is up for renegotiations next fall. Commissioner Fuller stated it took a little bit, but it worked out well for both sides.**
- **Fast Foil Ferry Grant Application – Working with people in Puget Sound on feasibility of high-speed all-electric passenger ferry hydrofoil. Part of next phase is to select a route to design a vessel to the route; the Bremerton to Seattle route was chosen. We have a line on**

funding to help take us to the next step of design for this vessel. The requirements from KT include: 1) make sure we know how boat reacts in deadhead strike; 2) wake issue; 3) ability to operate one complete round trip before recharging; 4) designed to carry 150 passengers. Staff would like to get funding for design first before asking for funding to build. KT staff will need time to make sure we are financially prepared for the funding of the local contribution. Chair Wolfe noted this project is a hydrofoil and is different from what we are using now. Clauson explained the vessels used when the lawsuits occurred were mono-hulls that were not designed for a low wake operation. KT's efforts over the last 12-15 years was to understand the effect of wake on the beaches and look at the best hull designs at the time. A design was chosen and created the Rich Passage 1 (RP1). The RP1 is an ultra-low wake vessel due to the wing located between the two hulls. It is not a hydrofoil, but allows some of the vessel to come out of the water, reducing the wake. This vessel speeds up through Rich Passage which optimizes the performance of the vessel. The hydrofoil has been used successfully in other parts of the world. The new vessel would be all electric, 150 passengers and have no restrictions through Rich Passage.

- APP Fuel Prices - Marine Diesel price is continuing to increase and staff is watching it carefully. The last invoice was almost \$3.21 per gallon and there may be a need to tap into the fuel stabilization fund if it continues at this level throughout the year.
- KT has had major increase in the number of COVID cases. Since December 27, we have had 46 positive cases. Fortunately, this latest variant is not as deadly health wise. Service reductions have occurred for some of our service between Port Orchard and Bremerton due to crew testing positive, in addition to reducing bus service.

7. PROGRESS REPORTS

- a. Draft Financial Reports through December 2021
- b. Capital Work in Progress
- c. Fuel Costs Report through the end of January 2022

8. STAFF INFORMATION / EMPLOYEE RECOGNITION

- a. January 2022 Report from KT Lobbyist

Executive Director Clauson noted the request for funding to the supplemental budget for a new all electric ferry between Port Orchard and Bremerton and the positive movement of funding for derelict vessel removal.

9. PUBLIC COMMENTS

Joy Lee, spoke to the moorage at Southworth, provided a timeline of the process and noted as of Friday there seemingly has yet to be a start to the project and no meeting scheduled. It started off at a fast clip and it has lost focus. Secondly, Lee requested a point of contact be established for this project. And thirdly, Lee noted the capital budget and capital work in progress published for December still list the line item as Harper Dock purchase and

improvements.

No further comments.

10. GOOD OF THE ORDER HB1784 SB5670

Commissioner Erickson noted two bills (HB 1784 and SB 5670) going through state legislature regarding increased densities along high capacity transit (1/2 mile within a transit stop). Erickson asked for map or visualization of what this may look like. Commissioner Putaansuu noted he will be attending a meeting with the Governor later and his "Missing Middle" initiative and the bills coming forward that are taking away local control. It is appropriate for all communities to up-zone where appropriate to assist with the housing crises; however, to blanket zone all single family housing to duplex or fourplexes for cities over 20,000 is insane. The Association of Washington Cities (AWC) stands opposed to this and encouraged everyone to engage their lobbyists. Erickson spoke to the impacts to Poulsbo with the HOV lane on Hwy 305. Commissioner Wheeler spoke in support of local control and the need for the State to properly support ferry system and Gorst. There is no way the State legislature should be mandating growth targets without a commitment to get people on or off the peninsula. Chair Wolfe concurred with previous comments including the local control and the noted the similarity to discussions on unfunded mandates by the state. Erickson spoke to the concern of changing the character of our communities. Wheeler suggested creating a coordinated letter. Erickson stated she will be asking for a resolution at Kitsap Regional Coordinating Council (KRCC). Commissioner Schneider spoke to the creation of sprawl in areas like Bainbridge and counter to the efforts of putting growth into the centers. This makes sense in larger cities that are transit oriented but out of context it can create opposite effect.

11. ADJOURN: Meeting adjourned at 9:50AM.

ADOPTED by the Board of Commissioner of Kitsap Transit at a regular meeting thereof, held on the 1st day of March 2022.


Edward Wolfe, Chairperson


Jill A. Boltz, MMC
Clerk of the Board