

## KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

### MINUTES OF MARCH 7, 2023

#### **Board of Commissioners Present:**

Driskell, Robert, Teamsters Local No. 589, *non-voting member*  
Erickson, Becky, Mayor, City of Poulsbo, **Chair**  
Garrido, Charlotte, Kitsap County Commissioner  
Gelder, Robert, Kitsap County Commissioner, **Vice Chair**  
Mockler, Anna, Councilmember, City of Bremerton  
Putansuu, Robert, Mayor, City of Port Orchard,  
Schneider, Leslie, Councilmember, City of Bainbridge Island  
Stern, Ed, Councilmember, City of Poulsbo  
Walters, Katie, Kitsap County Commissioner, *Absent*  
Wheeler, Greg, Mayor, City of Bremerton

#### **Staff Present:**

Sanjay Bhatt, Marketing & Public Information Director; Michael Bozarth, Operations Directors; John Clauson, Executive Director; Jeff Davidson, Grants & Compliance Coordinator; Dennis Griffey, Vehicle and Facilities Maintenance Director; Kathryn Jordan, Routed Operations Manager; Todd Lachelt, Worker/Driver Operator; Steffani Lillie, Service and Capital Development Director; Stephanie Milne-Lane, Clerk of the Board; Laura Moniz, Routed Operator; Mary Pauly, Human Resources Director; Kimberly Ruiz, Routed Operations Coordinator; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Raymond Scott, Marine Services Director; Paul Shinnors, Finance Director; Jeff Vinecourt, ACCESS Operations Manager; Sonya Zierden, ACCESS Operations Technical Specialist;

**Also In Attendance:** David Weibel, Legal Counsel

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

The Transit Board members introduced themselves. Mayor Erickson shared that some meeting attendees had a difficult time hearing at the last Kitsap Transit Board meeting. She requested that the Board speak up and have the microphone positioned close to them.

#### **2. AGENDA REVIEW**

Upon review by the Board, the agenda remained unchanged.

#### **3. CHAIRPERSON'S COMMENTS**

Mayor Erickson shared that she and Executive Director Clauson had been working on an Earned-Shared Distribution project at the Puget Sound Regional Council (PSRC). The total funding for

transit within the four participating counties amounted to \$560 million dollars. Erickson explained that the PSRC Board had altered the way the funds would be distributed. Approximately \$77 million would be distributed through an equity lens, concentrating on neighborhoods comprised of vulnerable populations. Erickson explained that Kitsap Transit would obtain the same amount of funding it has traditionally received from PSRC. Washington State Ferries will receive slightly more funding than they have in the past. Mayor Erickson explained that she requested everyone who served at the Committee level to pass this revision to sign their names because she felt it was important that people know who and why the changes were made. The new distribution policy will be approved by the PSRC Transportation Policy Board and then later adopted by the PSRC Executive Board.

Mayor Putaansuu noted that he served on the PSRC Transportation Policy Board and inquired if everyone was comfortable with the revisions being brought forward from the committee.

Mayor Erickson confirmed that a decision was finally made after numerous meetings and difficult conversations. She noted that there is a majority report and a minority report, which only consisted of two board members. Erickson underscored that it was a big deal to change past practice and allocate \$77 million to vulnerable populations.

Councilmember Ed Stern inquired about Sound Transit's needs.

Mayor Erickson explained that there were substantial needs coming from Sound Transit, King County Metro, and Pierce Transit. She noted that some jurisdictions experienced deductions in funding they traditionally received but underscored that it was an honest and fair process in how they revised funding allocations. Erickson noted that she represents Kitsap Transit at PSRC.

#### **4. CONSENT / ACTION ITEMS**

- a. Warrants for January 2023
- b. Minutes of February 7, 2023 Board Meeting
- c. Resolution No. 23-14, Contract Award – Vehicle Body Repair & Painting
- d. Resolution No. 23-15, CAC Membership Renewal

**Commissioner Gelder moved and Mayor Putaansuu seconded the motion to approve the Consent Agenda.**

**Discussion: None.**

**Motion passed unanimously.**

#### **5. FULL DISCUSSION /ACTION ITEMS**

- a. *Presentation: Ridership Report*

Executive Director Clauson introduced Service and Capital Development Director Steffani Lillie who presented Kitsap Transit's ridership statistics. Before Lillie began her presentation, Clauson

noted that the aftermath of the pandemic has made it difficult for the agency to predict or accurately capture changes in ridership. Additionally, Clauson explained that Kitsap Transit's on-board software systems that captured ridership statistics were dated and were unable to provide precise figures.

Lillie started by noting that her presentation would demonstrate the reduction and recovery of Kitsap Transit's ridership from 2019 through 2022. She noted that all figures provided in the presentation were rounded to the nearest whole number.

- Overall Ridership, 2019-2022
  - In 2019, before the pandemic, Kitsap Transit boasted 3.3 million riders. By the end of 2020, Kitsap Transit experienced a 44% loss with 1.8 million riders. In 2022, Kitsap Transit has experienced a 25% increase from its lowest ridership figures in 2021.
- Fixed Route Weekdays, 2019-2022
  - Fixed route ridership serving Bremerton was at its highest during the second quarter of 2019. Ridership declined 35% due to the pandemic, with the lowest ridership occurring the second quarter of 2022. Since the lowest ridership point, Kitsap Transit has increased ridership on its Bremerton routes by 57%. Lillie noted that Route 217 was performing well.
  - Like Bremerton, fixed route ridership serving North Kitsap was at its highest point during the second quarter of 2019. Ridership is down 70% from the 2019 high. Lillie noted that Route 290 is a top performing route in North Kitsap.
  - In South Kitsap, Kitsap Transit ridership is down 50% from its highest point, which was in the second quarter of 2019. From its lowest point in the second quarter of 2020, ridership has increased 45%.
  - In Central Kitsap, which predominantly serves Silverdale, ridership is down 77% from its highest point in the first quarter of 2019.

Commissioner Gelder inquired what happened in 2019 (pre-COVID) for ridership to decrease substantially in the second quarter. Lillie explained that during that time Kitsap Transit implemented pieces of the Comprehensive Route Analysis and many forced transfers were eliminated, thus altering ridership statistics.

- Worker/Driver, 2019-2022
  - Lillie indicated that the drop and slight rebound of ridership associated with the Worker/Driver program mirrored that of the Fixed Routes. There was a drastic drop in ridership during the second quarter of 2022 when the stay at home order was instituted.
  - South Kitsap Worker/Driver ridership is down 46% from its highest point in the second quarter of 2019. However, ridership is up 179% from its lowest point in 2020.
  - Central Kitsap Worker/Driver ridership is down 47% from its highest point in 2019. However, ridership is increasing and is up 68% from its lowest point.

- North Kitsap Worker/Driver ridership is up 37% from its lowest point, but down 36% from its highest ridership point.

Councilmember Anna Mockler inquired about Bremerton Worker/Driver ridership numbers. Service and Capital Development Director Steffani Lillie explained that Bremerton figures were included in the ~~North~~ Central Kitsap ridership figures.

- Fast Ferries Weekdays, 2019-2022
  - The Bremerton Fast Ferry has experienced a 10% increase in ridership from 2019 to 2022. From the lowest ridership point in 2020, the Bremerton Fast Ferry has experienced a 135% increase.
  - The Kingston Fast Ferry has experienced a 51% decrease from 2019 and a 222% increase from the lowest ridership level in quarter 2 of 2020.
  - The Southworth Fast Ferry has experienced a 93% increase in ridership from the first month of service in quarter one of 2021.
- Fixed Route Saturdays, 2019-2022
  - In Bremerton, ridership is down 29% on Saturdays from 2019 figures. However, ridership is up 35% from its lowest ridership point in 2021.
  - In Central Kitsap, Saturday ridership is down 41% from 2019, but up 35% from the lowest ridership point in 2021.
  - In North Kitsap, Saturday ridership is up 6% from 2019 and up 9% from the lowest ridership point in 2021.
  - In South Kitsap, Saturday ridership is down 36% from 2019 and up 3% from the lowest ridership point in 2021.
- Ferry Ridership Saturdays, 2019-2022
  - Port Orchard ferry ridership is down 27% from 2019. However, from 2021 to 2022, the Port Orchard ferry ridership has increased 42%.
  - The Kingston Fast Ferry has experienced a 46% decrease from 2019 figures but has had a 239% increase from its lowest ridership point in 2021.
  - The Bremerton Fast Ferry has experienced a 7% increase from 2019.
  - The Southworth Fast Ferry, from the start of its service in 2021, has witnessed a 327% increase.
  - Lillie noted that the fast ferries only run on Saturdays during the summer months.
  - Lillie also noted that Port Orchard Sunday ferry service has had consistent ridership since its implementation in quarter 3 of 2021. The only exception was a substantial increase in ridership during the Blackberry Festival.

Councilmember Ed Stern shared that when he last served on the Kitsap Transit Board other transit agencies were going to fare-free on specific types of service. Stern suggested the Board consider having a policy discussion regarding Kitsap Transit potentially implementing fare-free service for core routes. He noted that ridership has stayed low and riders tend to be low-income, so going

fare-free would provide equity to passengers. Stern also noted that going fare-free for specific routes might also increase ridership and alleviate car traffic through various jurisdictions.

Councilmember Anna Mockler echoed and supported Councilmember Stern's suggestion. She noted that it is not only a matter of equity, but also a matter of affordability.

Councilmember Leslie Schneider noted that workforce is a challenge on Bainbridge Island. Schneider inquired if Steffani Lillie had trends for public transit on Bainbridge Island.

Lillie explained that Route 390 is a top performing route, which traverses from Poulsbo on to Bainbridge Island.

Mayor Wheeler noted that he would be interested in finding out if reducing or eliminating fares impact Kitsap Transit's plans to expand routes. He maintained that considering the impact on current expansion goals should be a part of the analysis and discussion.

Mayor Putaansuu echoed Mayor Wheeler's remarks, noting that it was important to keep the priority of expanding service, specifically on Sundays.

Mayor Erickson underscored how important it was to get all service turned back on before considering reducing or eliminating fares. Erickson inquired about the Marketing Team doing work to increase ridership and also asked how Kitsap Transit's ridership figures compared with other transit agencies.

Service and Capital Development Director Lillie explained that she has done some comparative research and indicated that King County Metro is performing better than Kitsap Transit but noted that population density was a key factor. She noted that Pierce and Community Transit were in a similar situation to Kitsap Transit, particularly with respect to driver challenges.

Mayor Erickson encouraged the Marketing Department to start working on campaigns to increase ridership and hiring operators. She added that she would like to have a policy conversation regarding core routes going fare-free.

Executive Director Clauson acknowledged that the fare-free topic merited further discussion. Clauson also recognized Mayor Erickson's comment regarding the Marketing Department assisting with attracting riders. He reminded the Board that a marketing consultant is currently assisting the agency with three specific campaigns, including Operator recruitment, BI Ride, and Fast Ferry ridership on the Kingston and Southworth routes.

Executive Director Clauson also clarified that Kitsap Transit was currently running Saturday service on the Bremerton Fast Ferry route because it was part of the agency's agreement with Washington State Ferries (WSF).

Lastly, Clauson reminded the Board that during the pandemic Governor Inslee instituted social distancing on public transit thereby reducing the capacity of Kitsap Transit's system.

Mayor Erickson requested that the Board be kept abreast of ridership numbers.

*b. Presentation: Seattle POF Terminal Siting and Early Scoping*

Executive Director Clauson prefaced the Seattle POF Terminal Siting and Early Scoping presentation by noting the process has taken time but has been done in compliance with outlined requirements.

Service and Capital Development Director Lillie explained that phrase "Early Scoping Process" would be referenced several times throughout the presentation and the project. This phrase consisted of the early implementation of the National Environmental Protection Act (NEPA) information gathering. Lillie introduced KPFF's Kirsten Kissinger to present an overview and preliminary site screening findings for the Seattle POF Terminal Siting Study. The timeline for the project is approximately two years.

Kissinger started her presentation by providing background on the project. She noted that Seattle Pier 50 Passenger Ferry Facility is owned by King County Metro and supports five routes: two King County Water Taxi and three Kitsap Transit Fast Ferry routes. Kissinger explained that additional terminal space and vessel landing capacity at a new POF facility is needed to:

- allow the continued reliable operation of the three voter-approved Kitsap Transit Fast Ferry routes,
- offer a more optimized sailing schedule for its customers,
- accommodate potential new service,
- continue to provide safe, efficient, and reliable service.

Kissinger shared the alternatives development approach, which began with criteria and alternatives development. During this phase, alternative locations were identified, physical and operational requirements were defined, screening criteria was developed, and early scoping commenced. Next, the preliminary site screening phase began, which consisted of site assessment/screening, and reasonable alternatives were identified. Kitsap Transit is currently in the evaluation of alternatives phase. In this phase, the Board will approve a preferred alternative site and then start the environmental review and technical analysis processes.

Next, Kissinger outlined the range of alternatives. She noted that a viable location would be:

- In downtown Seattle defined as Pier 46 to Pier 70,
- Located within walking distance of destinations including transit connections, job centers, and other attractions,
- Meet facility physical and operational requirements.

Governments, stakeholders, and resource manager engagement took place as part of this project. Additionally, public outreach was another component of the project. Key discussions revealed that stakeholders recognized the need for added POF landing capacity and were supportive of the

effort. Additionally, stakeholders recommended study considerations and programming needs for a new or expanded POF facility, which included:

- Focus on multi-modal connections, rider destinations, and walkability (including elevation),
- Proximity to transit hub at WSF Colman Dock,
- Greater redevelopment opportunities at southern end of waterfront,
- Opportunity to support future routes/operators through potential for expansion.

Through a general survey to the public and riders, feedback on proposed criteria for evaluating potential POF terminal locations in downtown Seattle was gathered. The online survey opened May 15, 2021 and was open until May 31, 2021. The survey solicited 1,074 responses. 73% of the survey respondents were satisfied with the proposed criteria with no changes. Of the respondents that suggested changes to the criteria several themes emerged, including:

- Access/Connections/Integration
  - Convenient to transit, ferries, downtown, jobs
- Passengers/Programming Needs
  - Covered areas, covered passenger holding with places to sit
  - Schedule
- Vessel navigation
  - Safety and security

Kissinger explained that in May 2022 Kitsap Transit entered the early scoping phase. A notice was published in the Federal Register on May 12, 2022, with comments accepted through June 13, 2022. Kissinger summarized the comments that were received:

- 57 comments total (each comment could address multiple topics)
  - Tribal: 1 comment (Muckleshoot Indian Tribe)
  - Government/Agencies: 7 comments
  - Non Profits: 4 comments
  - General Public: 45 comments
- Feedback relevant to the preliminary site screening criteria included:
  - Consider planned site uses, in addition to current uses, in review of site compatibility
  - Consider access for bikes
  - Importance of proximity to transit (including WSF)
  - Importance of proximity to central business district and stadium district

Kissinger explained that the preliminary site screening started with 17 sites. After applying criteria parameters, two reasonable alternative sites were identified, Pier 48 and Pier 46 (north apron). Pier 48 was identified as the proposed preferred alternative. It is owned by Washington State Department of Transportation (WSDOT). The wooden pier structure occupying the site is dilapidated and not in use. The site uplands are temporarily in use by WSF as overflow vehicle holding. Additionally, King County Water Taxi vessel maintenance float is located on the north side of the existing pier with adjacency to its operating slip from Pier 50.

The north apron of Pier 46 is the other reasonable alternative site but is not preferred. Pier 46 is owned by the Port of Seattle, which is currently reviewing potential future uses for the site. To support POF terminal operations, the site would require additional in-water space for maneuvering of vessels from the adjacent site (which would include removal of all or a portion of the existing Pier 48).

Commissioner Gelder inquired about graphic showing Pier 48 in the presentation.

Kissinger explained that the dotted line designated Washington State Department of Natural Resources (DNR) lease agreements.

Councilperson Leslie Schneider asked about multi-modal connections and how Piers 48 and 46 compared to Pier 50.

Kissinger noted that Piers 48 and 46 had greater ease of access, noting the grade is flatter. She also stated there is a proposed new Sound Transit light rail hub in the area.

Councilmember Mockler commented that the preferred alternative site was close to the stadiums and inquired if safety concerns were being considered.

Lillie explained that safety was an issue that was always considered but would be looked at in more depth as the project progressed.

*c. Resolution No. 23-16, Preferred Alternative for Seattle POF Terminal*

**Commissioner Gelder moved and Councilmember Mockler seconded the motion to adopt Resolution No. 23-16, selecting Pier 48 on the downtown Seattle waterfront as the locally preferred option for the location of Kitsap Transit's Seattle Fast Ferry Terminal.**

**Discussion:**

**Commissioner Gelder commented that this site identification was a long time coming. He noted that when Kitsap Transit ventured into POF service, one of the biggest concerns was being in control of our own future. Kitsap Transit was reliant on the generosity and schedule of other agencies. But with its own terminal, Kitsap Transit can support the service it is providing to the community.**

**Mayor Erickson and Mayor Putaansuu agreed with Commissioner Gelder.**

**Motion passed unanimously.**

*d. Resolution No. 23-17, MOA for Federal Transit Administration Consultant*

Executive Director Clauson explained that the FTA has a program that allows agencies working on projects involving the federal process to hire an environmental consultant. The consultant would report to the FTA and would alleviate workloads so that projects can move through review quicker. **Councilmember Schneider moved and Councilmember Stern seconded the motion to adopt Resolution No. 23-17, authorizing Kitsap Transit staff to enter into a Memorandum of Agreement for the 139(j) program with the Federal Transit Administration to support upcoming environmental review processes.**

**Discussion: None.**

**Motion passed unanimously.**

*e. Resolution No. 23-18, Permission to Solicit Environmental FTA Support Consultant*

Executive Director Clauson stated that this was the next step in the process, which would allow Kitsap Transit to solicit through a request for qualifications process a qualified consultant to aid the FTA to support the environmental review processes for Kitsap Transit.

**Mayor Putansuu moved and Commissioner Gelder seconded the motion to adopt Resolution No. 23-18, authorizing Kitsap Transit staff to solicit through a Request for Qualifications process a qualified consultant to provide assistance to the Federal Transit Administration to support the environmental review processes for Kitsap Transit projects.**

**Discussion: None.**

**Motion passed unanimously.**

*f. Resolution No. 23-19, Notice of Final Action – Potential Condemnation*

Executive Director Clauson explained Kitsap Transit has been in negotiation for transfer of ownership for the last parcel of land required for the development of the SR16 Park & Ride. Kitsap Transit staff have been working with the property owners regarding a price for the parcel. Clauson explained that negotiations have not been successful at arriving at a final price. This action would provide permission for Kitsap Transit to move forward with the condemnation proceedings. Clauson noted that before the issue went before a judge, the two parties would work together through a mediator to hopefully settle on an acquisition price.

**Mayor Putansuu moved and Commissioner Gelder seconded the motion to adopt Resolution No. 23-19, authorizing Kitsap Transit staff and legal counsel to proceed with property acquisition through negotiation and/or condemnation action to enable Kitsap Transit to develop the SR16 Park and Ride.**

**Discussion:**

**Mayor Putaansuu voiced his hope that Kitsap Transit does not end up in court for this matter. He noted that Kitsap Transit has had success with condemnation proceedings in other projects, such as the Silverdale Transit Center.**

**Mayor Wheeler inquired if Board Members needed to disclose if they had been in contact with the owners of the property. He also asked if, moving forward, Board Members needed to decline meetings with the owners of the property.**

**Legally, there wasn't a consensus on what Board Members needed to disclose or decline.**

**Executive Director Clauson suggested that, to be safe, Board Members not meet with the property owners.**

**Both Mayor Putaansuu and Mayor Wheeler clarified that they had not been in contact with the property owners.**

**Mayor Erickson shared optimism about the condemnation process and expressed hope that it would bring a fair resolution to negotiations.**

**Motion passed unanimously.**

## **6. EXECUTIVE DIRECTOR ITEMS**

Executive Director Clauson updated the Board on the following topics:

- Kitsap Transit will celebrate drivers/operators on March 17, 2023.
- Acknowledged Councilmember Mockler's request on reaching out to neighboring transit agencies regarding driver retention. Clauson explained that, like other transit agencies, Kitsap Transit has implemented numerous hiring incentives, including a \$7,000 signing bonus for new operators and early onboarding. Regarding the work shift issue for new operators, Clauson underscored that work shifts were specified in Kitsap Transit's Collective Bargaining Agreement with the ATU.
- Shared a map that demonstrated the connectivity of all routes for the forthcoming Sunday Service roll out.
- Explained how carbon credits would be administered with the assistance of the Washington State Transit Association (WSTA). Kitsap Transit will generate carbon credits as it works to use alternative energy throughout its operations. The carbon credits will possess value, which Kitsap Transit could then sell to organizations whose carbon footprint was unsatisfactory.

Mayor Erickson inquired who calculated the credit.

Executive Director Clauson explained that the state is assisting Kitsap Transit in identifying a means of calculating credits. In contrast, the market – through supply and demand – determines the value of carbon credits.

- Reminded the Board about the Energy Summit that would be taking place on March 30, 2023.

## **7. PROGRESS REPORTS**

- a. Draft Financial Reports Through January 2023
- b. Capital Works in Progress
- c. Fuel Costs Report through the end of February 2023

## **8. STAFF INFORMATION / EMPLOYEE RECOGNITION**

- a. February 2023 Report from KT Lobbyist
- b. 4<sup>th</sup> Quarter Financial Report – Transit
- c. 4<sup>th</sup> Quarter Financial Report – Ferry
- d. 4<sup>th</sup> Quarter System Performance Report
- e. Recognizing Drivers of the Month (8:45am)

ACCESS Operations Manager Jeff Vinecourt introduced ACCESS Operator of the Month for January 2023, Tim Daley. An ACCESS Operator since 2019, Daley shared that his entire career at Kitsap Transit has been memorable. When he isn't working, Daley enjoys spending time with his family. Daley was in Scotland with his wife and was not in attendance at the meeting.

Routed Operations Manager Kathryn Jordan recognized Routed Operator of the Month for January 2023, Laura Moniz. Previously, Moniz was awarded Driver of the Month and Driver of the Year accolades in 2022. Jordan shared with the Board several "Way-to-Gos" that Moniz had earned throughout her time at Kitsap Transit that exemplified Moniz as an Operator and person. Moniz shared that she enjoyed her position at Kitsap Transit and thanked everyone for the recognition.

Operations Director Michael Bozarth introduced Worker/Driver of the Month for January 2023, Todd Lachelt. During the recent snowstorm, Lachelt and several of his PSNS co-workers/passengers assisted in putting chains in the bus so that they could get to work. In his spare time, Lachelt enjoys RVing, riding his motorcycle, and spending time with friends and family. His works of wisdom are "simply be patient."

## **9. PUBLIC COMMENTS**

Karen Maupin of Manette thanked the Board members who read her emails and public comment regarding the erosion of her property's beach. Maupin explained that, from her property, she can

see the fast ferry disembark from the dock and gain speed as it carries passengers to Seattle. She maintained that three minutes after the fast ferry passes her property large waves arrive on her beach. Maupin stated that Kitsap Transit consultants have indicated that the fast ferries are not causing the waves. Maupin further stated her property, and others along Shore Drive, are not included in the yearly examination that Kitsap Transit's consultant, Blue Coast, completes. Maupin explained that Blue Coast conducts a special report on her property. She indicated that the erosion of her beach is documented in that special report. Maupin stated that the erosion was roughly 18 inches. Maupin shared that, as the erosion continues, she intended to come back to the Board to express her frustration over the lack of communication and damage to her property. She thanked the Board for their time.

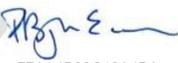
**10. FOR THE GOOD OF THE ORDER**

Mayor Wheeler noted that, the last he heard, funding at the state level had been set aside for Kitsap Transit Fast Ferry to continue supplementing the gaps in the WSF Bremerton-Seattle route. Wheeler asked if Executive Director Clauson had an update on the potential funding.

Executive Director Clauson commented that he did not have an update regarding the funding. He shared that it was his understanding that the legislature was discussing the matter. Clauson also noted that he was continuing to have conversations with WSF on the topic.

**11. ADJOURN:** At 10:03AM, Chairperson Erickson adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 4th day of April, 2023.

DocuSigned by:  
  
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Rebecca Erickson, Chairperson

DocuSigned by:  
  
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Charlotte Sampson  
Deputy Clerk of the Board

# **PUBLIC COMMENTS**

**From:** [Paul Shinnors](#)  
**To:** [John Clauson](#); [Dennis Griffey](#); [Bill Rich](#)  
**Cc:** [Stephanie Milne-Lane](#); [Daniel Aksdal](#); [Robbie Robinson](#)  
**Subject:** Harborside Mkt Requested Actions  
**Date:** Tuesday, February 21, 2023 12:46:20 PM

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All, please see the attached requests from Harborside Mkt subsequent to return of power. Please see sections applicable to your area for consideration. Please let me know of questions

-----Original Message-----

From: James Harris <bremertonharborsidemarket@gmail.com>  
Sent: Saturday, February 18, 2023 6:51 AM  
To: Paul Shinnors <PaulS@KitsapTransit.com>  
Subject: [EXTERNAL] Thank You

Good Morning,

I wanted to extend a very sincere thank you to both you, Daniel in Maintenance, as well as any other Kitsap Transit employees who were involved in restoring power to our unit after 3 days without it. We are truly grateful.

Now that we understand the full impact to sales, we are holding off on an insurance claim at this time until we have a full understanding of any potential equipment issues. We currently do not believe there are any, but we are working to confirm coolers are maintaining proper temperatures today.

From context, sales were down -\$1,100 year over year of -15%. Transactions were down -185 sales or -19% vs. the same 3 days last year. Prior to the power going out we had been trending +16% for February year-over-year, we are now trending +11% month-to-date. ATM transactions (not included in sales) were down -100% year over year as there was no way to reach power to the unit next to the front door.

As stated in my previous email, this could have been much, much worse. If this had been Scoops & Bites we would have had to close due to being unable to power walk-ins and the ice cream display case. We also would have lost all of our refrigerated product. By luck & grace, we had the 2 spaces connected and we're able to save over \$5,000 worth of refrigerated food & packaged ice cream by moving it to Scoops and then using their power to keep minimal systems up and running. Customers dealt with drinks that were warm, but otherwise were understanding. Our team went above & beyond by working in less than ideal conditions (with safety concerns) and frustration knowing that Kitsap Transit was engaging other tenants with power to let them make a decision whether we could get power back or not.

That said, if possible, can you please let the Kitsap Transit Board of Directors know that we would like them to consider the following recommended changes to policies to ensure a faster response time to future safety issues - for all tenants:

1) Revise the organization's policy of requesting permission from tenants when unsafe conditions exist anywhere in the building to instead informing them and then taking action. We believe the policy should be to turn off power to all tenants for up to 2 hours (if that is necessary) to restore safe operating conditions and reduce loss to the impacted tenant who has been without power for multiple days. The current policy prioritizes the value of business to non-impacted tenants over the expressed safety of those impacted. Unless this policy is currently & expressly required by any existing lease, we believe it should not occur again (to any tenant), and if this policy is written in any leases, we ask that the Board please prioritize removing this clause from all future lease renewals.

2) Update operating procedures to maintain a back up main breaker on-site to minimize down time when they break. We expect that Class-A or Class-1 Commercial Buildings should be capable of maintaining power to their tenants with minimal disruption. We believe the everyone at Kitsap Transit agrees that 3 days with no power in a key downtown location is unacceptable. Starbucks came up a lot as a tenant that could not be disrupted during our

power crisis. We understand we are not a multi-billion dollar corporation & brand, but we ask that the Kitsap Transit Board of Directors consider the implications if it had been Starbucks that had been without power for 3 days and plan for that scenario & take action now to prevent it. We also, in good faith, and as good neighbors, expressly provide our immediate and ongoing consent (which should not be required) to shut off our power for minimal disruptions when it is needed to respond to another tenant who finds themselves in a similar situation.

3) Conduct the previously requested audit off all maintenance logs & key pieces of mechanical equipment (power/water/sewage/elevators) and take action if they haven't been reviewed recently. The sudden raised floor in Scoops & Bites a month ago, standing water in parts of the parking garage structure even on clear days, and this power failure at Harborside Market raise concerns.

4) That the Board formerly recognize the valuable and important contributions of all Kitsap Transit employees, especially Paul and Daniel, in working as quickly as possible under the circumstances to assist with getting our power turned back on. They engaged us to help resolve the situation and also dealt with our frustrations through the process. We understand their hands were tied with existing policies regarding when power could be restored. They went above and beyond to find the best alternative timeline. We are sincerely grateful for their help during this difficult process - they are public service employees who went above and beyond.

Again, thank you Paul, and please thank everyone else involved in helping us. For everyone involved, please let them know that they can come to Scoops & Bites anytime this coming week and show a Kitsap Transit business card or other identifier and receive a free sundae of choice on us.

Jimmy

Sent from my iPhone

*Public Record /  
Comment for  
March 7*

TO: Kitsap Transit Board Members

FROM: Karen Maupin

413 Shore Dr; [karenmop@comcast.net](mailto:karenmop@comcast.net); 360 479-2319

SUBJ: Beach Erosion from the Startup of the Fast Ferry Waves; a reply to KT

DATE: February 2023

Your reply of January 11 concludes that the Kitsap Transit Fast Ferries have not contributed to the erosion of the beach on our property. This conclusion is not supported by the data collected by your study. **The fact is that the beach in front of our home has eroded 18 inches since the fast ferry began in 2017.** Up to that time there had been no consistent erosion of our beach in the 70 years since the bulkhead was built, and the footings had never been exposed until the last 3 years.

We are **not** talking about the structure of the bulkhead which was built in the 1940's. It was found to be in no danger of collapse by a bulkhead engineer before we purchased the property. We have the billing information for a verbal report from Anderson Engineering. My husband is an engineer, and as a team we would not have purchased the property if we believed there was a major problem with the bulkhead structure.

We are concerned about **the beach erosion** caused by the fast ferry waves. Any discussion in your report about the soil, vegetation, and condition of the bulkhead on our property should be deleted. We understand that the bulkhead and anything else on the land side of our bulkhead is our responsibility. We followed the requirements of the State Shoreline Management Program when developing our property. We want to make sure that your study and subsequent reports concentrate on the condition and height of the beach sediments on the water side of our bulkhead. We believe that the Kitsap Transit Fast Ferries have been and continue to negatively impact the beach that we own and might ultimately undermine and compromise the integrity of our bulkhead by allowing water to wash under our bulkhead footings.

We have pictures illustrating our bulkhead beach front in the 1940's and when we built in 2014. Blue Coast Engineering and our own pictures show the time lapse of beach erosion since the Kitsap Transit Fast Ferries started in 2017. During the many years after our bulkhead was built, there were wind waves and large ship wakes beating against our beach. Neither the adjoining city property nor our property had large rocks exposed; the footings to our bulkhead were never exposed pre-fast ferries. **More than 18 inches of erosion since the fast ferries began should be as alarming to you as it is to us.**

Although the purpose of your study is to survey beach changes along the fast ferry route, your initial study survey results began 5 houses to the east of us. This is an area that does not experience the wave energy of the hydrofoils during the lift process of the hull above water—this happens in line with our property. Not until we called attention to the thunderous waves at a Kitsap Transit meeting for citizen input did you even acknowledge there was a problem with the energy of the waves at ferry startup. You studied that issue and as a result, moved the ferry path to the south, and that did minimize the thundering waves; but it shifted the erosion from the east corner of our lot to the western point, while also impacting our neighbors bulkhead. If you look at your current and pre 2022 beach pictures, you cannot help but agree that erosion is a problem. Nowhere in your study have you mentioned the

number of inches of erosion happening on our property. That would be alarming to the readers of your survey. Your study includes statistics at Pt. White, Pt. Glover, Pleasant Beach, and Port Orchard. **BUT NOT Pt. Heron**, the point that includes our property. Pt. Heron is a shallow body of water, so marked by the beacon directly out from our property that warns navigators of its shallowness. In shallow water energy becomes concentrated between the bottom of the wave and the surface water at which point the wavelength increases 10X. A gentleman at All American Marine mentioned this as the tsunami affect: waves are larger when the fast ferry is proceeding to lift vs when it is at optimal speed; and the waves are mostly under water until they reach the shore.

**When will you take ownership of your Rich Passage survey results and documented pictures that are validating erosion? This the sole purpose of your survey.** You cannot deny that erosion is an ongoing process and has been increasing since 2017.

You can print as many results as you want from Blue Coast Engineering. You are paying them to make results favorable---and not valid. You have never come to our beach to look at the erosion that has resulted from the wake of the fast ferries. Our property will not survive with more fast ferries causing even more damage from double the runs unless you are stepping in and confronting this problem.

**Please acknowledge the results of your measurements on our beach and take steps to stop the erosion. We invite you to view our beach and pictures.**

We do believe that the fast ferries are a good thing for Kitsap County-- but presently a bad thing for our beach.

## Stephanie Milne-Lane

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**From:** Robert Sorrell <crazyfast@gmail.com>  
**Sent:** Wednesday, March 1, 2023 7:44 PM  
**To:** Stephanie Milne-Lane  
**Subject:** [EXTERNAL] Board meeting

Port Orchard foot ferry running until 10:15pm. from Bremerton to Port Orchard.  
To match arrival of fast ferry leaving Seattle at 9:40pm. Thank you.