

## KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

### MINUTES OF APRIL 4, 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

Wheeler, Greg, Mayor, City of Bremerton

#### **Staff Present:**

Sanjay Bhatt, Marketing & Public Information Director; Jackie Bidon, Interim Clerk of the Board; John Clauson, Executive Director; Jeff Davidson, Grants & Compliance Coordinator; Cyndi Griffey, W/D Supervisor; Dennis Griffey, Vehicle and Facilities Maintenance Director; Kathryn Jordan, Routed Operations Manager; Steffani Lillie, Service and Capital Development Director; Carley Lyons, W/D Administrative Assistant; Cris O'Hora, ACCESS 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 8:30 AM.

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

Upon review by the Board, the agenda remained unchanged.

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

Mayor Erickson shared that this is the coldest spring she can remember in years and wants heat and sunshine.

Mayor Erickson congratulated Executive Director John Clauson who was awarded the Economic Development Champion for last year from the Kitsap Economic Development Alliance, a well-

deserved honor. John Clauson thanked Mayor Erickson and shared that when he accepted the award, he felt it important to give recognition to all involved. The award is thanks to you folks and the Kitsap Transit staff that captured the attention with the Fast Ferry Program.

Mayor Erickson introduced herself; all Board Members introduced themselves in turn.

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

- a. Warrants for February 2023
- b. Minutes of February 21, 2023, Board Meeting
- c. Minutes of February 7, 2023, Board Meeting
- d. Minutes of March 21, 2023, Board Meeting
- e. Resolution No. 23-20, 2<sup>nd</sup> Quarter Procurement

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

**Discussion: None.**

**Motion passed unanimously.**

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

- a. *Resolution No. 23-21, Gillig Electric Bus Purchase for Routed and Worker/Driver*

Executive Director John Clauson stated this resolution is essentially requesting permission to go forward and order 10 additional battery electric buses. This order was included in the Capital Budget; it is a combination of both federal grant dollars as well as locally matched as required. The most significant of this is that half of the fleet purchase will be assigned to the Worker/Driver Program which is a first. Moving the electric bus into the Worker/Driver Program is an ideal situation for a battery-operated bus in that it operates for a short while in the morning, returns to our facility for recharging, and then fully charged, returns folks home and is recharged for the morning. We are waiting and working with Gillig to figure out how quickly we can get these due to supply chain issues. This could put the delivery out close to 18 months. This will bring our battery-operated bus fleet to a total of 30 buses.

**Commissioner Gelder moved and Mayor Putansuu seconded the motion to adopt Resolution No. 23-21, authorizing staff to purchase ten (10) new electric Gillig buses for the Worker/Driver and Routed fleets in the amount of eleven million four hundred thirty thousand six hundred eighty dollars (\$11,430,680) including applicable taxes and fees.**

**Discussion:**

Councilmember Anna Mockler offered congratulations on the buses. She asked how the cost of the buses compare to the cost of the fossil fuel driven bus?

Executive Director Clauson answered that they are significantly higher than a fossil fuel vehicle. A comparable fixed route bus is probably about \$800,000 to \$850,000. One of the advantages electricity has over fossil fuel is the maintenance cost. We don't have oil changes and the brakes last longer because of the regenerative system that helps slow the bus down.

Councilmember Mockler indicated she had no quarrel with the additional expense but wanted to get a feeling for it. It is an increase, but it will pay off in the long run. Noticing half of the buses are configured for Worker/Driver, she asked if, in a pinch, they could be swapped out for routed buses?

Executive Director Clauson said they could except that typically for a Routed operation you have two doors where people can board in the front and alight at the rear. The Worker/Driver buses are typically just a front door only; that's why they are a little less expensive than a Routed bus.

**No further questions. Motion passed unanimously.**

*b. Resolution No. 23-22, Contract Award for Transit Operator Barrier Doors*

Executive Director Clauson outlined the history behind the solution. With the pandemic, Kitsap Transit was forced into a situation of installing barrier shields. The Vehicle Maintenance Department manufactured a plexi glass type door that would separate the operator from the boarding public. This was for health reasons more than anything else. The industry has made available a replacement that is more of a security door. It has a separation between the passengers and the operator with an electric window that the operator can lower if they need to interact with the passenger, increasing the level of security for the operator. The world today, and especially for the transit industry, there's an increase in operator assaults and things of that nature. This is being proactive. We purchased one and installed it on a vehicle so our operators could provide input. Overall, it was well accepted, so we want to start replacing those plexi glass separations with a more substantial enclosure.

Mayor Erickson commented they have put up plexi glass at all the counters and at various places because of the pandemic and we have kept them up exactly for the reason stated. It is more secure with definition that helps people understand where they should be.

Councilmember Schneider stated that with the plexi glass being widespread during the pandemic, she noticed that whenever she approached someone behind plexi glass, she had a hard time hearing them. She wondered whether there is anything about these new doors that helps with communication?

Executive Director Clauson said it is a little more, but not noticeable. It doesn't completely encapsulate the operator; there is still a lot of areas between the front edge of the doorway and the windshield, and the whole area in the front is still open and available for communication. Again, the operators have the option of lowering the electric window to communicate directly.

Commissioner Walters echoed Schneider's comment about communication, stating that communication with passengers is key and didn't want to inhibit that in any way.

Clauson expressed they will still have that opportunity with the passenger relationships.

Councilmember Mockler asked if the drivers were calling for these?

Clauson indicated some probably are and we wanted to make sure there wasn't any major objections to it. We did install one to make sure the operators had an opportunity to provide input. He didn't know if the operators are 100% wanting this, but the majority are comfortable with us moving forward. Again, we are being a little more proactive in providing a higher level of security for our operators.

Councilmember Mockler stated that it looks like it's not common at Kitsap Transit for drivers to be assaulted.

Clauson said that we have had operators assaulted and didn't want to suggest that it doesn't happen. Not long ago there was a physical altercation between a passenger and one of our operators; the operators are spat upon occasionally. We are starting to see an increase and it is something that is a concern within the transit industry. The Federal Transit Administration asks us to allocate 2% of our funding toward security enhancements. It is focused throughout the entire operation, and this is one component of that.

Councilmember Mockler agreed with Commissioner Walters and Councilmember Schneider regarding communication between passengers and drivers. If this is not an initiative that comes from the drivers who seek greater security, then we should pass on this or postpone it until such time as needed.

Clauson reiterated that if it is an issue for the operators to communicate, they can leave the window down and it is completely open between the operator and the passenger. They do have the option if they need it.

Mayor Erickson commented this is a good idea. It helps with the security of the drivers. Anyone that is working with the public day in and day out suffers. Not often, but just enough to make you be aware of the need for security services.

**Commissioner Gelder moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 23-22, authorizing staff to purchase thirty-five (35) Transit Operator Barrier Doors and thirty-five (35) installation kits from Gillig LLC in the amount of two hundred eighty-nine thousand seven hundred sixty-three dollars and ten cents (\$289,763.10).**

**No further discussion.**

**Motion approved with Councilmember Mockler opposing.**

*c. Resolution No. 23-23, Contract Award for CAD/AVL System Replacement*

Executive Director Clauson introduced Steffani Lillie, Service & Capital Development Director. This is a major project and one that Steffani has been shepherding through the entire process.

Director Lillie explained the CAD/AVL is a Computer Aided Dispatch / Automatic Vehicle Location System. It will include automatic passenger counters, all equipment onboard the bus, safety system, emergency safety management system, etc., for the entire fleet, not just the Fixed Route buses. We have budgeted a little over \$10 million and have negotiated a solid price with the vendor at \$5.745 million for this project. There is still some development that will need to occur for some of our specialty programs, such as our ferry take home services and our ride services. Clever Devices: is a well-known provider of this package service to many transit agencies.

Executive Director Clauson added that we will be replacing a fair amount of equipment on our buses as they have now reached the end of their useful life and are no longer supported by the vendors.

**Motion made by Mayor Putaansuu and seconded by Mayor Wheeler to adopt Resolution 23-23, authorizing staff to award and contract for the CAD/AVL System replacement to Clever Devices in the amount of five million seven hundred forty-five thousand dollars (\$5,745,000).**

**Discussion:**

Mayor Putaansuu continued, stating that this software was shown at the Transit Expo, and he is excited that we are bringing it forward. He asked how quickly we can implement the other aspects of it so that we can use those features?

Director Lillie said that the vendor provided a calendar of 18 to 20 months. This will take time to fully implement; however, the Computer Aided Dispatch and the Real Time Information is one of the first elements that goes onto the vehicles.

Mayor Wheeler expressed his support and asked about reporting. If there is real time monitoring and data collection, how fast can you generate a report?

Director Lillie indicated that we would have a full module from which our ridership reports will be able to be pulled at a push of a button. It's all going to be in the system with very easy canned reports that can be pulled.

Executive Director Clauson brought up that one of our fellow agencies, Community Transit, is

using Clever Devices. During the pandemic, when the General Managers were communicating three times a week, Community Transit was able to share ridership information immediately.

Mayor Erickson expressed that ridership numbers are important for federal funds and money; it is important that they are accurate and that we can generate them easily.

Executive Director Clauson noted that we do have a system installed in a few of the vehicles that is working. The ORCA System also provides us data of how many boardings that occur. We are seeing what ridership is doing; it just takes a lot of work to pull those together along with the consultant that is assisting with the report challenges, helping to ensure accuracy.

**No other discussion.**

**Motion passed unanimously.**

*d. Resolution No. 23-24, Contract Award for Johnson Road Park & Ride Design Project*

Director Lillie reported that we are at Phase One, preliminary engineering design for the park and ride at Johnson Road and we are looking at one of the two parcels that we need to get through the environmental process to proceed to procure the property. We are still in negotiations with the second property owner. This award is to Parametrix for Phase One of this project in the amount of \$365,566.29.

Commissioner Stern remarked how important this is for the North end in Poulsbo. We have the Transit Center on North Viking, and this will compliment it to the South at what is to be a dedicated roundabout and a major transportation hub for the Seattle Ferry all the way up to the peninsulas.

Mayor Erickson stated there are a lot of new houses going up in there and, with the new changes in legislation leading to potentially higher density activity, we need it.

Councilmember Leslie Schneider added that Bainbridge Island will also benefit from this park and ride.

**Councilmember Schneider moved and Councilmember Stern seconded the motion to adopt Resolution No. 23-24, to authorize staff to award a contract for the Johnson Road Park and Ride Design Project to Parametrix in an amount of three hundred sixty-five thousand five hundred sixty-six dollars and twenty-nine cents (\$365,566.29).**

**No further discussion.**

**Motion passed unanimously.**

*e. Resolution No. 23-25, Contract Modification for STC Inductive Chargers and Retaining Walls*

Director Lillie explained that, initially, we decided to install four Inductive Charging Units at the Silverdale Transit Center and authorized the purchase of the hardware. This resolution is a change order for the contractor to do all the work to install the Inductive Charging Units as well as enlarge the electrical yard for the additional generators and power boxes required. This is an intensive change order, requiring them to do a lot of inground work to put electrical conduit in with the high voltage that will be running through it.

Councilmember Anna Mockler stated that, at the Energy Summit last week, Executive Director Clauson was referring to the future possible need for additional cable to be laid to draw power from PSE's grid. In this contract or any associated contract, is there a consideration to install solar panels above the buses to both protect them from the weather and to provide electricity for these chargers?

Director Lillie answered yes, it was looked at, but tree height provides too much shading, and it was ruled out as a viable option.

**Mayor Putaansuu moved and Councilmember Schneider seconded the motion to adopt Resolution No. 23-25 authorizing staff to modify Silverdale Transit Construction Contract KT 21-734, adding DCN 10 and 12 for additional bus charging infrastructure and retaining walls in the amount of five million one hundred forty-two thousand thirty-three dollars and twenty-eight cents (\$5,142,033.28).**

**No further discussion.**

**Motion passed unanimously.**

*f. Resolution No. 23-26, Contract Award to Rebuild Spare Engine for M/V Solano*

Executive Director Clauson stated the M/V Solano, purchased from the California Bay Area, is getting refurbished. Part of that project involved overhauling the two main engines and testing the spare main engine. While looking at the spare engine it was discovered that it needed to be rebuilt. This is a request to award a contract to PPG (Pacific Power Group) which is the only vendor in the Puget Sound area for these types of engines. This project will rebuild that spare engine, allowing for a spare engine to be available in the event we have any kind of a major issue we can respond quickly.

**Commissioner Gelder moved and Mayor Wheeler seconded the motion to move to adopt Resolution No. 23-26, authorizing staff to contract with Pacific Power Group to schedule overhaul of M/V Solano spare engine in the amount of three hundred sixty-four thousand six hundred ninety-eight dollars and seventy-three cents (\$364,698.73).**

**Discussion:**

Mayor Putaansuu asked if it is just for one engine, as this vessel has two.

Executive Director Clauson stated it is one engine that will fit in this particular vessel. We have other MTU engines, but they are a little bit different. When you get into the larger vessels, like what we have operating in Kingston and Southworth, we need this category and size of engine. Hopefully they won't both go out at the same time and at least we can respond to one engine. Generally, what we would do is have a vendor pull both engines, put our spare engine in place of one, then one of the two that came out will be rapidly rebuilt so it will go in and be the second engine for the vessel.

Commissioner Gelder commented about the need for storage capacity for spare parts.

Clauson stated this is always on Marine Services Director Ray Scott's radar. We are storing a lot of our spare parts and engines at the Gateway facility that we have. We are currently underway with doing an alternatives analysis for a Marine Maintenance Facility. Part of that project, when completed, will have adequate facilities for storage of all the inventory we need for all the vessels.

Mayor Erickson asked when we are likely to see that alternative analysis for the Marine Maintenance Facility.

Clauson said we currently had a meeting with the consultants to look at the three options that they have narrowed it down to. They will be doing their final analysis and report, and we should see that in three to four months.

### **No further discussion**

### **Motion passed unanimously.**

## **6. EXECUTIVE DIRECTOR ITEMS**

Executive Director Clauson updated the Board on the following topics:

- Introduction of Jackie Bidon as the Interim Clerk of the Board. Jackie is one of our employees in the Human Resources Department. Jackie has agreed to fill this vacancy since Stephanie Milne-Lane took a position with Sound Transit. When you see communication going back and forth, you now have a face that goes to it. He thanked Jackie for helping us out during the interim period.
- We are the lead planning agency for the Peninsula Regional Transportation Planning Organization (PRTPO). That agreement is coming up for a two-year renewal, and we are going to go ahead with it unless there is any objection to it. If we decide that this isn't working out, we can give them notice with adequate time for them to find a replacement. We have a consultant that we fund who is the Executive Director of the PRTPO. One of our planning staff also spends a fair amount of time on the project, reimbursed by the State for a lot of the activities. Jefferson Transit has accepted the responsibility of being the fiscal agent.



Councilmember Stern stated he serves on the PRTPPO, representing Poulsbo, as do a few others. We are in a unique position that we are both Puget Sound Regional Council looking east to the metropolitan counties and turn and look west to the more rural counties, being part of both groups. This is just another layer of that good coordination, and he expressed his support.

- M/V Solano at Nichols Brothers recently placed the vessel in the water, and they are still going through with a lot of final improvements. We are hoping to receive the vessel in the middle of May 2023. Crew training will need to take place as well as sea trials. An advantage of the M/V Solano is that it will help us with the spares we need for both the Kingston and Southworth runs. Another advantage is the M/V Solano can pull into the Washington State Ferry slip, which is what we need at Southworth.
- Energy Summit. Fifty people were in attendance with a dozen or so watching live on BKAT. One impressive note was that not only were the governments represented from here in Kitsap County, but also from the Federal Government, the Navy, many private businesses, Chambers and Economic Development. It was informative to listen to Puget Sound Energy share where they are at in the supply side as well as the distribution side of their operation.

Mayor Wheeler added there was a lot of interest and great comments are coming in. He encouraged everyone to take some time, watch the replay and offer your feedback.

Mayor Putaansuu noted that one thing that was alluded to, but no one came out and said it is that we want to go with renewable sources, the solar, the wind, but they aren't as reliable. We don't want to have brown outs like California because we don't have redundancies. It is very concerning. Maybe we should be preserving the natural gas generation capabilities.

Mayor Erickson asked when the Energy Summit will be replayed on BKAT?

Clauson stated he would find out and share and agreed with Mayor Putaansuu's statement. The Summit may be part of two or three; we closed the meeting soliciting folks' thoughts, comments and questions that will help to formulate what the next meeting topic would be. PSE did comment about some of the things that are out there on the horizon like small nuclear package plants and other things that may be coming down the pike such as battery backup systems with a trickle charge wherein when the power demand hits, you start pulling the power out of those battery banks. PSE is exploring that possibility and others. Having good reliable power is certainly good for all of us.

Mayor Wheeler said it was mentioned that when all the information was presented, the reasonable deduction was the region won't be able to meet the demand. This style of summit was made for the audience to come to a conclusion based on facts that we had. A lot of this seems to be out of our control how we shape policy, but we do have a representative form of government so, as a region, we can speak up for resilience, energy

security and with the same goals in mind. We do want a clean energy future; it's just getting there.

Mayor Putansuu agreed that it did raise necessary awareness. It's easy to come to the conclusions that the source isn't there and hope the technology gets here quickly, but if it doesn't, we need to know how we are going to get our energy.

Mayor Erickson brought up carbon credits, which are very market and incentive driven and are very valuable. We are involved in the carbon market, and we need to have a conversation about that piece. It could incent a lot more people and a lot more supply development.

Executive Director Clauson followed up this stating we are involved in it and have filed appropriate paperwork with the State as well as with the State Transit Association, who will be the broker for all the credits we generate. We will get credit for all generated since January. The consultant WSTA hired is very familiar with this process and they are helping provide training for our staff to be able to identify all the elements that generate tax credits and all of the things we will be needing to do to move forward. Regarding the Energy Summit, he thanked Board for their support allowing us to move forward in hosting this Energy Summit and looking forward to future discussions as well.

Mayor Wheeler stated that John should have the last word, especially being the Economic Development Champion for Kitsap County for 2022/2023. Part of this isn't for us to necessarily point fingers or look at solutions from higher levels of government. There are also things in our power that we can do as local elected to educate our public, informing them of the tools that are available to us and what is necessary with the tools that we do have to operate with. Mayor Wheeler also expressed appreciation at being able to present John with the Economic Development Award, a well-deserved honor.

## **7. PROGRESS REPORTS**

1. Draft Financial Reports Through February 2023
2. Capital Works in Progress
3. Fuel Costs Report through the end of March 2023

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

- a. March 2023 Report from KT Lobbyist

Executive Director Clauson noted that in Dylan Doty's update he listed some of Kitsap Transit's projects that came out in the House version of the Transportation Budget. The Senate has released their version; all our projects are in the Senate as well as a couple others. From that standpoint, we are very pleased with where the Legislature is. There are two major bills that we were most interested in: one deals with DNR and lease fees that we are paying for our ferry docks. That bill, to zero out any cost to Kitsap Transit, has gone through both the House and Senate Committees with unanimous support on both sides of the aisle. It is on the floor but has not been voted on yet. The second bill regarding the ability to sell excess hydrogen has gone through as well, though not

as smoothly as the DNR bill. It has much support and is currently with a committee that we will be working with to answer any questions that may arise.

Councilmember Schneider brought up the question that was put into the Transportation Committee, attention Senator Lias, regarding the possibility of getting funding for a Foot Ferry Feasibility for multiple routes. She asked if there is anything we could or should do or not do to help this effort along?

Executive Director Clauson said it was his understanding that it is still alive. It was in the Senate, but it hasn't been in the House side of things yet. We will have to wait and see how it plays out and he will get back to the Board with any information that would help move this along.

Commissioner Gelder called out a project for the Highway 305 Working Group, the investment in the Day Road Park and Ride. If it stays inked come the end of the session, it can be an impetus for getting the 305 Working Group back together again.

Clauson added that the State was somewhat reluctant to deal with a DOT-sized storm water vault. Our project, if successful, will have a storm water vault sized appropriately to be able to deal with the roundabout improvements. As we offered with our initial discussions with DOT, it is not foreign to us and we will maintain it.

Mayor Erickson noted that Poulsbo is taking the surface of a storm water vault and turning it into a park. She asked if we were putting parking on this.

Executive Director Clauson said it has not been designed yet, but that is the concept.

Councilmember Stern followed up with Commissioner Gelder on the 305 corridor, asking what more we can do to invest and facilitate in electric augmentation and electric maintenance at North Kitsap Transit Center? Density is going to only increase on that route; it is already a tight corridor, second probably to Gorst.

Executive Director Clauson said we are moving forward with the charging capabilities at the North Maintenance facility. In addition to that, in this year's Capital Budget and part of the State Budget, we have funding to install more Inductive Charging Units at our Transit Centers. Kitsap Transit is planning for the Poulsbo Transit Center, as well as the Bainbridge Island Transit Center, to have Inductive Charging Units; also East Bremerton and Bremerton Ferry Terminal. Essentially, that corridor will have electric charging so an electric vehicle could literally operate from the ferry terminal all the way to Bainbridge and back all day long, stopping every thirty (30) minutes and recharging. We are looking at the entire corridor from East Bremerton to Bainbridge Island improving the charging infrastructure.

b. Recognizing Drivers of the Month (8:45 am)

Jeff Vinecourt, ACCESS Manager, introduced Cris O'Hora, Driver of the Month for February 2023.

Cris started with *ACCESS* in January 2022 and has quickly learned the ropes of *ACCESS* Operator, always willing to help and work extra shifts or where needed. He is a huge asset to Dispatch, passengers enjoy riding with him, he has received several positive comments from riders, and he has excellent driving skills and personality. When he isn't our driver for *ACCESS*, he enjoys woodworking, but he does spend a lot of time here. His words of wisdom from a fellow driver: do what it takes to get the job done.

Cyndi Griffey, Worker/Driver Supervisor, noted the Worker/Driver of the month for February 2023, Ian Hathaway, couldn't be with us today. Ian's most memorable moments are driving during snowstorms; his activities include being a dad, hiking, camping and he is an amateur beekeeper. One of his goals is to hike the Pacific Crest Trail. Safety, Service and Schedule are Ian's words of wisdom. Ian is a Training Technician at PSNS.

Kathryn Jordan, Routed Operations Manager, stated the Routed Driver of the month, Justin Krogh, is out working. Justin has been with us since 2015 as a driver and was awarded his second Driver of the Month for February 2023. In the last year he was awarded his 6-year Safe Driver Award. Since the beginning of his service, he has collected 32 Honor Roll Awards, 20 Way To Go Awards and 1 Power of the Team Award. During his time at Kitsap Transit, he has had many memorable moments, he loves his job and wants to be a bus driver forever, which is his personal goal. When he is not driving for the community, he loves spending time with his wife and his dog.

Mayor Erickson expressed her thanks, stating that without our bus drivers, we wouldn't have a transit organization. We are here because of a quarter of the people that work really hard for our community, and we should not ever forget that.

## **9. PUBLIC COMMENTS**

Jane Rebelowski of Bremerton expressed that she feels Kitsap Transit is just an agency for commuters and not for citizens that don't need to go to Seattle or go to Poulsbo or Bainbridge. The reason why there such low capacity on the Routed buses is they are every hour. There is not a transit agency that is successful in moving community members around with an hourly bus service. You have to have a minimum of half hour, maximum every half hour. We're spending a lot of money on bells and whistles today and I don't see much movement on how our citizens are getting around from place to place. We're all building transit-oriented developments. If somebody buys or rents in downtown Bremerton, they still have to have a car to go grocery shopping and Kitsap Transit is not supporting that. I understand you wanting to get people who work in Seattle to live in Kitsap County and you're making it really easy for them but you're not making it really easy for residents who live here to get around to do their shopping, get around, see their doctors or whatever they need to do. Thank you.

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

Mayor Wheeler thanked commentor Ms. Rebelowski, stating it is important for the public to

comment with email or comment in person. We do have several initiatives in the long-range plan. One of them is for Bremerton and is a circular route that increases transit internally in our city. As a Board, we gather input to see where the biggest need is, where we can get the biggest bang for the buck with the precious limited resources we have and then address the issues.

Executive Director Clauson added that frequency is high on our priority list. Prior to the pandemic, we went out into the community and asked what they wanted. At that point we were not able to do Sunday service and more frequent service. Although it wasn't overwhelming, the more frequent, earlier, and later service was the more preferred direction the community told us. That is what we were working on pre-pandemic. We are in a position where we want to continue to move forward with that and do the Sunday service. As the Board knows, the challenge now is operator recruitment with which we have been struggling for over two years. Things are getting better and, at the next Board meeting, we plan to give an update on how we're doing in regard to recruitment. We are hopeful that we will be able to start implementing both. Previously we laid out a tentative schedule for bringing Sunday service. The interesting thing about Sunday service is, if we hire an operator to drive Sunday, what are we going to do with him for the rest of the week. That is where we are going to be able to take advantage of those additional hours to start doing more frequent, earlier, and later service. We will be working in that direction. We must replace some of the service that we had to shut down because of the pandemic, get us back up to a level point and then we can start expanding from that. We do plan to do both, but it really is operator dependent.

Mayor Erickson commented that she is always troubled by people that blame things on the pandemic, but so many things were marching along and then everything stopped for two years, then we gradually started to open up. It's not just Kitsap Transit, it's every jurisdiction; we all suffered from this, with labor shortages and changes in work environment that we hadn't anticipated. It is very difficult to turn things back on. She asked for everybody's grace while we turn our communities back on. That goes for all our agencies. We're trying to get back up to speed and we're doing a pretty good job but there was two years where we were frozen.

Executive Director Clauson added that the travel demand of our riders has also changed. The commuter travel demands are not what they used to be; so many folks are teleworking or working in office three days a week. The demand we're seeing is shifting, the middle the day demand diminished. There is still a bit of a commuter peak, but it is not nearly as significant as it used to be; we need to be prepared and start responding to the needs of the community. Also, one of the goals we have set for this year is an origin and destination study that we are hoping to conduct later this year that will help us to understand at least the current ridership: what they're using and why.

Councilmember Mockler explained her understanding that the patterns of demand are shifting, and stated Kitsap Transit should start budgeting money for Dial a Ride in Bremerton as a mechanism to determine the time and the route of additional services.

Councilmember Schneider asked if we also get carbon credits for mode shift? There is the credit

for the bus itself but what about the passengers on that bus that are not driving.

Executive Director Clauson said that, to his knowledge, we do not get any credit for mode shift or the number of passengers from a carbon credit standpoint. Our overall ridership is a factor in some of the formulas that the Federal Government uses for funding allocation.

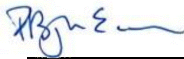
Councilmember Stern asked Mayor Erickson to share information on the future groundbreaking in Poulsbo with what's going to be the largest single development right there by the transit center at the Edward Rose project now referred to as the Oslo Apartments.

Mayor Erickson stated that the facility is 462 apartments and is right next door to the North end transit hub. We have always talked about it as a TOD, a Transit Oriented Development; there are walking pathways going from the apartments right into the transit center. It has been in planning since 2011.

**11. ADJOURN:** At 09:49 AM, Chairperson Erickson adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 2nd day of May 2023.

DocuSigned by:



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Rebecca Erickson, Chairperson

DocuSigned by:



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Jackie Bidon

Interim Clerk of the Board