

## **KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING**

### **MINUTES OF June 6, 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,  
Pending, Kitsap County Commissioner, **Vice Chair**, *Absent*  
Mockler, Anna, Councilmember, City of Bremerton  
Putansuu, Robert, Mayor, City of Port Orchard,  
Schneider, Leslie, Councilmember, City of Bainbridge Island, *Absent*  
Stern, Ed, Councilmember, City of Poulsbo  
Walters, Katie, Kitsap County Commissioner  
Wheeler, Greg, Mayor, City of Bremerton

#### **Staff Present:**

Michael Bozarth, Operation Director; John Clauson, Executive Director; Steffani Lillie, Service and Capital Development Director; Jackie Bidon, Interim Clerk of the Board; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Raymond Scott, Marine Services Director; Paul Shinnars, Finance Director; Sanjay Bhatt, Marketing Director; Dennis Griffey, Maintenance and Inventory Control Director; Mary Pauly, Human Resources Director

**Also Present:** 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.

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

Upon review by the board, the agenda remained unchanged.

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

Chairperson Erickson gave a heartfelt thank you to Commissioners Walters and Garrido for selecting Senator Christine Rolfes to be our next Commissioner in the North End.

Chairperson Erickson called the Board's attention to item 5.j on the Agenda, selecting a new representative on the Puget Sound Regional Council's Transportation Policy Board and the Transit Caucus, a junior committee of the Transportation Policy Board. Erickson shared that she and Executive Director Clauson discussed the need to get more people

involved at PSRC in trying to figure out the millions of dollars that have come in from the PSRC for transit alone, let alone our highways. Best guess is easily \$100 million dollars. She stressed the importance of getting more people involved with that organization.

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

- a. Warrants for April 2023
- b. Minutes of May 2, 2023, Board Meeting

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

**Discussion: None.**

**Motion passed unanimously.**

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

- a. *Resolution No. 23-34, Award Contract Southworth Parking Lot Improvements*

Executive Director Clauson shared his excitement on working with WSF on the continued improvements to Southworth Parking Lot. This resolution not only improves the flow of traffic within the parking lot, it also improves the access for our busses to get into and out of the parking lot, giving the passengers immediate access to WSF and Kitsap Transit Fast Ferry. Clauson included that we have gone out to bid and are prepared to award the first phase of the improvement which involves eliminating sharp ninety degree turns for our buses entering and exiting the parking lot.

**Councilmember Stern moved and Councilmember Mockler seconded the motion to adopt Resolution No. 23-34, authorizing staff to award contract KT 23-831 for construction to SASCON LLC. in the amount of three hundred seventy-six thousand seven hundred forty-seven dollars and twenty-six cents. (\$376,747.26).**

**Discussion: None.**

**Motion passed unanimously.**

- b. *Resolution No. 23-35, Bremerton Lanes Purchase*

Executive Director Clauson outlined Kitsap Transit's efforts toward the development of a new West Bremerton Transit Center. This resolution is for the acquisition of the Bremerton Lanes building. He reminded the Board that during previous meetings, discussion was had on the battery electric fleet as well as, on the zero-emission effort, moving toward

hydrogen fuel cells. Staff will be looking at the feasibility of installing a small electrolyser to generate hydrogen at this location. Being that the West Bremerton Transit Center is located next to Highway 3 and having the ability to produce hydrogen would not only benefit our operation, but Kitsap County and individuals that start purchasing fuel cell cars. Staff has gone through an extensive process, making sure the Federal Transit Administration is supportive of this effort. Acquisition of this site gives us immediate access to the parking lots, which we will be able to convert into a park and ride for the West Bremerton area with access to the highway and Kitsap Way conveniently located nearby. In addition to the FTA, staff and legal counsel have been working with the property owners to reach an agreement on the property price. We still need to work out a current lease that is held on the property, get the appraisal, and obtain the FTA's approval.

Chairperson Erickson inquired if an environmental study has been done, given the age of the building and potential asbestos that may affect the cost of tearing down the building. Clauson deferred to Steffani Lillie for response.

Service and Capital Development Director Steffani Lillie shared that extensive testing has not yet been done. The building will be slated for demolition quickly after the purchase, for safety's sake, and to make sure we do have a good location for a park and ride while we are working on the rest of development. Testing will occur prior to the demolition and before we have staff go into the facility.

Mayor Wheeler commented that this purchase is in line with our initiatives, especially Kitsap Transit and all the jurisdictions here working towards a clean energy future. Two things we accomplish here are strategically locating a transit center and a park and ride to encourage people to use public transit and adopting a clean energy fuel source. As our county grows, Bremerton grows, but our grid essentially stays the same. Wheeler stated that he is excited and happy to move forward with this.

**Mayor Wheeler moved and Commissioner Walters seconded the motion to adopt Resolution No. 23-35, authorizing Kitsap Transit to purchase and pay relocation fees for the former Bremerton Lanes Bowling Alley and parking lots for a cost of two million five hundred nineteen thousand six hundred forty-two dollars (\$2,519,642).**

**Discussion: None.**

**Motion passed unanimously.**

*c. Resolution No. 23-36, Glostien Contract Modification*

Executive Director Clauson asked for permission to move forward with the Contract

Modification. This project involves the build of the all-electric passenger ferry vessel that is planned to be used between Port Orchard and Bremerton. Much work was initially done with the original concept being to build a sister ship to the hybrid vessel, the Waterman. With the Waterman, we had some design issues that we were hoping to improve on with the new design. Two issues that we would like to improve on are the speed and the wake that is being generated by the vessel. We are mitigating the wake issue in Port Orchard with our contribution towards improvements of a break water for the Port Orchard Marina. Another concern was the duration of travel on a single charge. The contractor performed an extensive look at the issues and were able to improve on some, but a couple of the improvements will be a bit more challenging to achieve. We are at the point where we need to start the actual design of a vessel that we could put out to bid for construction and development. We expanded the scope on what we are asking for, which is not only the design of the vessel but to help us with the criteria for the charging infrastructure that we will need on both sides of that route. We are asking for permission to expand the contract we have with Glosten and to start moving forward with the design. As an aside, we have asked Glosten for a timeline for when the project will be ready to go to bid, and they have tentatively indicated by the end of this year.

Mayor Putaansuu requested clarification as to the specifications that are not going to be met.

Executive Director Clauson stated the wake will still be a challenge, and we will be right at the speed requirement, if not a little less.

Putaansuu noted it will be as fast as the current vessel, but we wanted it to be faster for the other route.

Executive Director Clauson confirmed, we would like to have it faster. The Annapolis route requires a higher speed. We would like to get the vessel up to 18 knots to be able to maintain the schedule. It gets a little more complicated with the need to recharge which adds a little more dock time. Service adjustments should be able to accommodate this.

Putaansuu asked if Annapolis will need to have the electrical infrastructure as well.

Clauson indicated, we are not anticipating that at this time, since the Annapolis route only operates during the commute hours. Long term, we may need to add the infrastructure, but not at this time.

Putaansuu asked if the Waterman can achieve the speeds needed to operate in Annapolis. Clauson stated, no, which was part of the challenge. We wanted to try to improve the

performance that we are getting out of the Waterman and should be able to compensate by making some minor schedule adjustments to provide for a little bit longer crossing time.

Chairperson Erickson wanted to know how many people the vessel will be able to carry.

Clauson shared the threshold is at 150 people. The Coast Guard regulations state if you exceed 150 people, it changes the style and type of the vessel. The Waterman will carry about that, but to do that we have to open the upper deck; if we open the upper deck, we then have to have an additional deckhand. If the demand isn't there, we close the upper deck, so we are able to operate with two people instead of three.

Chairperson Erickson stated that 18 knots is fast, it's not our fast ferries but that is pretty quick.

Executive Director Clauson agreed, With the afternoon commute and trying to fit it in between our commute service we run to downtown Port Orchard, it is more or less fast back and forth. We will have to make some adjustments, as it also makes connections on the Annapolis side with buses to the park and rides. We're confident we will be able to make the appropriate adjustments at the service level.

**Mayor Putaansuu moved and Commissioner Walters seconded the motion to adopt Resolution No. 23-36, authorizing Kitsap Transit to modify the All-Electric Vessel Design contract for additional effort in the amount of one million four hundred six thousand five hundred forty-eight dollars (\$1,405,548), which increases Glostén's contract to one million nine hundred eleven thousand seven hundred fifty-two dollars (\$1,911,752) and resets the Executive Director's authority to approve future change orders up to ten percent (10%) of the new contract total.**

**Discussion: None.**

**Motion passed unanimously.**

*d. Resolution No. 23-37, Award Contract for Origin Destination Study*

Executive Director Clauson shared that Kitsap Transit is requesting permission to award a contract to a consultant that will assist us in conducting an Origin and Destination survey. This survey is done every 10 years and provides valuable information regarding who is using the service, how are they getting to the service and, what their destinations are, along with other information. This will work out well as Washington State Ferries is conducting their survey around the same time. They are planning on doing their survey

at two different times; one survey will be done during the summer months, and one will be done in the early fall capturing their regular passengers. Kitsap Transit will be conducting the survey in the fall. This will be a great opportunity to connect the data with Washington State Ferries to see where passengers are going to and from on the buses, connecting to the ferries, and then looking at where they go beyond the ferries. We went out to bid and received information from two consultants. Our team evaluated the information and is recommending the contract be awarded to Moore & Associates to conduct our Origin and Destination Survey.

Chairperson Erickson asked what Kitsap Transit is doing about the BI Ride and other "ride" applications where the passengers are calling in. How will that be handled?

Executive Director Clauson stated the call-in passengers will be included in the survey as well. These services are different because we already know where they are coming from and going to, but we will be able to capture their reason for using the service i.e., going to work, going onto the ferries and so forth.

Commissioner Walters added the information from the survey would be valuable if it could be posted publicly and could benefit the tourism organizations.

Executive Director Clauson confirmed it would be made available to the public.

Commissioner Garrido questioned how big the survey would be, how many people would be interviewed, and how it would take place.

Executive Director Clauson replied that we are planning on reaching out to everyone that uses the system. He introduced Marketing Director, Sanjay Bhatt, to provide further details.

Director Bhatt explained that we will be working with our consultant on the actual number of people but are aiming for a ninety-five percent (95%) confidence interval with the survey we get. We will be making QR codes available for ease of access to the survey. Kitsap Transit is aiming to reach everyone on every single route.

Councilmember Mockler shared that she used to live in a city with a robust bus/transit system and they would have these inspections regularly. One of the things they discovered in their bus-dependent neighborhood was the bus driver knew there was an inspector on the bus and that bus would be perfectly on time. She asked about the detail of the actual interactions of the survey, adding that if she was on a bus and someone came up to her and asked her where she got on and where she was going, she might be

hesitant to reply fully and factually. Mockler inquired as to how the survey will be done to retrieve accurate information, given the means that we have at hand.

Director Bhatt shared that our consultant, Moore and Associates, has done these Origin and Destination surveys with dozens of transit agencies around the country. In their proposal, they have spoken to methodologies they have used, not only to address fear of being asked questions but also to make sure they don't introduce sampling bias and making sure they are capturing underrepresented populations and diverse populations. Bhatt stated that more detail on the this can be addressed at a subsequent meeting once we have met with them.

**Commissioner Walters moved and Councilmember Mockler seconded the motion to adopt Resolution No. 23-37, Origin & Destination Study awarding Moore & Associates a consultant contract for ninety-nine thousand seven hundred dollars (\$99,700).**

**Discussion: None.**

**Motion passed unanimously.**

*e. Resolution No. 23-38, Award Contract to Upgrade 40 Vehicles with AngelTrax*

Executive Director Clauson shared that AngelTrax is a system that is separate from the normal video system we have in all our coaches. AngelTrax is a system that captures video when there is an unusual sudden occurrence that happens, i.e., slamming on the brakes, hard turns, and things of that nature. It helps us to identify the situations that caused that sudden occurrence. This system is also used as a training aid to work with operators sharing some of the environments that they are going to be operating in. Kitsap Transit has this system on all the coaches; however, 40 vehicles in our fleet have an older generation of the system. When video is needing to be off loaded, an employee must physically go to the coach and download the video, while the rest of the fleet has a newer generation of AngelTrax that can be accessed online for downloading the video. Kitsap Transit would like to upgrade the 40 buses to be consistent with the rest of the fleet.

**Commissioner Garrido moved and Councilmember Stern seconded the motion to adopt Resolution No. 23-38, AngelTrax Upgrade under the PEPPM Contract in the amount of one hundred twenty-five thousand seven hundred twenty-one dollars (\$125,721).**

**Discussion: None.**

**Motion passed unanimously.**

*f. Resolution No. 23-39, Global Diving Change Order 1*

Executive Director Clauson stated this resolution is for a Change Order with the Global Diving, the company contracted to do the diving on the docks and vessels, doing the inspections and other services we need. The docks we have in Port Orchard, Bremerton, and Annapolis have had an exorbitant amount of growth recently, requiring the dock to be cleaned. The combination of this additional growth, along with the fact that we are now operating longer hours, makes it more challenging for the divers to be able to work in and around the docks with the boats coming and going. The price Global Diving is charging us to do the inspection and cleaning of these three docks has gone up. The Change Order reflects the increase in price and with our contract expiring in July, we would like to be able to get this project completed before the contract end. At that time, we would go out to bid for another term with whoever the successful bidder may be. Ultimately this Change Order is adding an additional \$101,214 to their contract. With approval of the Change Order, we will be able to get all three docks cleaned and inspected before their contract ends.

Commissioner Walters commented that this is an extreme amount of money and asked why it is so much to clean the dock.

Executive Director Clauson responded that these are divers cleaning and inspecting the dock in and around the vessels. In the case of the Bremerton dock, it is a very busy dock with the extended hours we are operating to support the Washington State Ferry, as well as our Port Orchard/Bremerton service coming in every 30 minutes. There is also additional growth which adds time for cleaning. We are under budget, and we will be able to utilize some of that savings along with the Change Order to cover the additional costs of the project.

Mayor Putaansuu agreed this is a lot of money, that we need to keep that growth off of the docks otherwise our docks won't keep floating because they will be weighed down.

Chairperson Erickson commented that commercial diving is very dangerous work; the divers do make a lot of money because they do get hurt. It is a hard way to make a living.

Executive Director Clauson added that Kitsap Transit went out to bid for this service; we are not taking whatever price is given. Global Diving is honoring that price. We have done an evaluation to determine the cost for this extra work, and we feel it is a fair price based on what they have quoted us in the past.

**Mayor Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 23-39, authorizing staff to modify contract KT 18-600 via change order #1, to add additional funds in the amount of one hundred one thousand two hundred fourteen dollars (\$101,214), which increases KT 18-600 to four hundred sixty-five thousand two hundred ten dollars (\$465,210) and resets the Executive Directors' authority to approve future change orders up to ten (10) percent of the new contract total.**

**Discussion: None.**

**Motion passed unanimously.**

*g. Resolution No. 23-40, Extend and Expand New Hire Incentive Program*

Executive Director Clauson shared that it has been almost a year since the Board approved the implementation of a hiring incentive to help us with the recruitment effort for new operators. It has done well and we are starting to see more and more potential operators applying for the position and going through the training. This incentive program was for one year, and Kitsap Transit is asking for the ability to extend this opportunity for another year. Clauson added that he would like to expand the program into something similar for other positions for which we are experiencing challenges. Staff would like the Board's permission for the flexibility to expand this, where appropriate, to help us fill any deficits we might be experiencing.

Councilmember Mockler requested confirmation that the Kitsap Transit Board approved this resolution because of the need for drivers of Routed buses.

Executive Director Clauson responded that, yes that was the resolution we presented a year ago, but it was for both Routed drivers and ACCESS drivers.

Councilmember Mockler why the focus should be moved to include other departments. She said she has not seen any evidence of other departments having the recruitment difficulties and requested explanation as to why we should shift the focus away from hiring drivers for the Routed buses.

Executive Director Clauson explained that he is not recommending that we shift the focus away from the driver recruitments; he is recommending that we do this in addition to the driver recruitments. Clauson stated that he would like to maintain the program in place for operators but would like the flexibility to be able to look at other positions and the challenges that we might be experiencing, in recruitment. He would like the ability to add incentives as we did for operators.

Councilmember Mockler inquired as to what the Union's position on this.

Executive Director Clauson responded that, until he receives approval from the Kitsap Transit Board, he doesn't have anything to present to the Union. If this resolution receives approval, we will certainly have those discussions with the Union.

Mockler added that when this first came up, senior drivers might feel some frustration at seeing young hires receive significant sums of money. She would like to know how that has worked so far.

Executive Director Clauson shared that, to date, he has not heard any issues expressed by any senior operators. The breakdown included with the Board Packet shows how many have achieved the various levels of the incentive. Again, this was approved by the ATU. Clauson reminded the Board that they had also approved changes to the salary schedule to reflect longevity for all employees, not just operators, based on the number of years employed.

Mockler thanked Executive Director Clauson.

Mayor Putaansuu commented that he fully supports this, in particular as it relates to the drivers. We wanted to reinstitute Sunday service a year ago and the only thing holding us back is lack of drivers; we have got to do whatever we can to get these drivers hired. He asked if the non-represented positions would be case by case? He gave an example where he has similar authority in Port Orchard to offer an incentive if we don't get quality candidates.

Executive Director Clauson replied that a blanket approval would give him that authorization but he's really looking at department by department recruitments. He gave an example of the Worker/Driver program, stating if we had more Worker/Drivers, we would provide better service and help with some of the issues with parking. Clauson is asking for the flexibility and looking more in the areas of problem recruitment of candidates. Putaansuu clarified that it is not for every job, it is only where we are experiencing challenges. Clauson agreed.

Chairperson Erickson agreed and stated she understands the need for flexibility.

**Mayor Putaansuu moved and Commissioner Walters seconded the motion to adopt Resolution No. 23-40, authorizing the extension of the new hire incentive program for another one-year (1-year) period in an amount not to exceed seven thousand**

**dollars (\$7,000) per new hire to attract new operators and authorizes the Executive Director to expand the proposal to other departments.**

**Discussion: None.**

**Motion passed unanimously.**

*h. Resolution No. 23-41, Approve Promotional Free-Fare Days*

Executive Director Clauson shared that the Seattle Mariners are hosting the MLB All-Star games this summer, and Kitsap Transit has been working with our partners around the Puget Sound on efforts to assist with what is anticipated to be large numbers of folks coming to the various events. It was brought to our attention that King County Metro and Sound Transit are exploring the feasibility of doing free fare days to help with moving folks around. Clauson is bringing this forward to the Board to see if the Board is interested in doing something similar. This would affect a lot of Kitsap County residents that would want to go to the activities. We have already seen some experiences, in particular with Bremerton Fast Ferry supplementing Washington State Ferry's reduced services. When there is a Mariners game, our service has been maxed out and there were still very long lines at the ferry terminal to get over to Seattle. Kitsap Transit looks at this as more of an aspect of helping to draw attention to public transit and looking at what we can do to encourage folks to come back and use public transit after the pandemic as well as give an incentive for people to try us out. The Board needs to know these Fare Free Days would involve our ferry service in addition to Routed Operations. This will reduce confusion with the passengers.

Councilmember Stern commented that he supports this resolution and that it is a trial step to moving forward with fare free on Routed and ACCESS buses.

**Councilmember Stern moved, and Commissioner Walters seconded the motion to adopt Resolution No. 23-41, authorizing Kitsap Transit staff to operate fare-free on Monday, July 10 and Tuesday, July 11, 2023, to support the Home Run Derby and MLB Mariners events.**

**Discussion:**

Chairperson Erickson asked if anyone has reached out to Washington State Ferries to see if they are going to be free?

Executive Director Clauson responded that he knows they have been part of the discussion, but it is very challenging for WSF to be able to do something like this because

of the Transportation Commission and WSF not having the authority on their own.

Commissioner Walters stated that when she first read this, she thought of the loss of revenue but with more thought on the potential of more people trying the ferry system or trying the bus, in the end, it will probably be a revenue generator. She fully supports this resolution.

Councilmember Mockler brought up the discussion in the last meeting regarding having the Routed buses be fare free seven days a week, asking if this is on the agenda for down the line?

Executive Director Clauson shared that we plan on bringing back additional information for the Board to consider.

Councilmember Mockler commented that since so little of our revenue comes from the fare box, she thinks this is a great idea.

**Motion passed unanimously.**

*i. Selection of Vice Chair*

Mayor Putaansuu nominated Mayor Wheeler to fill the Vice Chair position on the Kitsap Transit Board of Commissioners for the remainder of this year.

Mayor Wheeler accepted the nomination.

**Mayor Putaansuu moved and Councilmember Stern seconded the motion for Mayor Greg Wheeler to become Vice Chair of Kitsap Transit Board of Commissioners.**

**Discussion: None.**

**Motion passed unanimously.**

*j. Discussion – New Kitsap Transit PSRC Transportation Policy Board Representative*

Executive Director Clauson shared that Chairperson Erickson did a great job prepping this in her earlier comments. He noted that Mayor Erickson has done a superb job representing us over these last many years and has always been one that is extremely supportive. With her now ascending to the Presidency of PSRC, she is going to have a lot on her plate. Having Kitsap Transit represented at this level is extremely valuable. As the Mayor indicated, there are millions of dollars that are at stake, not just for Kitsap Transit,

but overall, there are hundreds of millions coming through PSRC for Kitsap County; we all benefit from this. Having representation on that Board is very important, and having another individual, another voice for Kitsap Transit and Kitsap County would be extremely valuable. He thanked her for her work with Kitsap Transit over the years.

Mayor Putaansuu offered that he already has a seat on the Transportation Policy Board, representing the small cities, Leslie Schneider, from Bainbridge Island, is the alternate. He suggested he move from representing small cities to representing transit on PSRC's Transportation Policy Board, then recommending Councilmember Schneider move up to represent small cities. He added that his presidency at the Association of Washington Cities ends in a couple of weeks, so he will have a bit more capacity for this.

Chairperson Erickson asked Putaansuu if he was suggesting that he would give up the small cities seat to Schneider and he would take this seat for Kitsap Transit. Putaansuu stated yes, he would be willing to do that.

Chairperson Erickson inquired if the Board needed to do a formal motion on this.

Executive Director Clauson stated, yes. It would be valuable having the motion on record and documented to then communicate to PSRC that it has been changed.

**Commissioner Garrido moved and Commissioner Walters seconded the motion for Mayor Putaansuu to take the Kitsap Transit seat at the Transportation Policy Board and the Transit Caucus Committee at Puget Sound Regional Council. Putaansuu will then alert individuals at KRCC that Councilmember Schneider from Bainbridge Island will take his position at PSRC.**

Chairperson Erickson repeated that it is important to get more people involved in PSRC.

**Discussion: None.**

**Motion passed unanimously.**

## **6. EXECUTIVE DIRECTOR ITEMS –**

Executive Director Clauson updated the Board on the following topics:

- Forest Ridge site visit. This facility builds our smaller, cutaway buses. The facility is in Indiana and Clauson was able to join some of the staff in the on-site inspection process. Clauson showed photos taken of the different parts of the coaches, which are stored and assembled at separate facilities. For example, Kitsap Transit

purchases the vehicle, they manufacture the body on chassis and then move it to another facility to complete the propane conversion. The vehicle is then moved to another facility for any specialized equipment we need installed.

Director Dennis Griffey and Manager Bill Rich were able to inspect one of our vehicles on site. Clauson explained that there is a lot of effort that goes into the frame and construction of the bus. More photos were shared with the various steps taken in the construction and assembly of the buses, including weatherizing, insulation, roof installation, window install, wheelchair lift, water testing, and inspection to meet requirements.

Executive Director Clauson stated it was a very informative visit, not only to see the construction of the buses but also to have some inside knowledge of what our staff does. They are taking time from their families to go to these facilities, sometimes for days, inspecting as the buses go through the various phases of the build. He thanked Dennis and Bill for the work they do for Kitsap Transit.

- Design basics work with USCG for Fast Foil Ferry. Clauson stated that we worked with a group of people to develop the feasibility and concept of a high speed, all electric, passenger-only ferry. Kitsap Transit was successful in obtaining a federal grant to do the preliminary feasibility; having completed that portion, Kitsap Transit is at the point where continuing to move forward requires additional federal funds. We have not been successful in obtaining the additional funding. After a debriefing involving Service and Capital Director Lillie, staff, the FTA and Coast Guard, we learned that one of the things making this not as competitive as it could be is the lack of getting the Coast Guard involved in the design of the vessel. This effort would need to be completed in to be awarded the additional federal funding. Having the coast Guard more involved in the review and design, would better ensure the Coast Guard not opposing additional federal funding. Clauson noted that it is a little over \$40,000 to have a consultant come in and do that, and this is within his signing authority. With that, he has approved Glosten to go forward with the effort. They will be working with the Coast Guard in completing this. Clauson believes this will improve our success rate in reaching out for additional funds to carry this project forward.
- Meeting Reminders. Clauson stated that he doesn't believe a second Board meeting in June will be needed and reminded the Board that, due to the holiday, the Board meeting is scheduled for July 11, 2023.

Chairperson Erickson added the Board should make a point to remind their staff of the change in the meeting to July 11, 2023.

## **7. PROGRESS REPORTS**

- a. Draft Financial Reports through May 2023
- b. Capital Work in Progress
- c. Fuel Costs Report through the end of May 2023
- d. Quarterly Financials 2023

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

- a. May 2023 Report from KT Lobbyist
- b. Recognizing Drivers of the Month (8:45am)

Executive Director Clauson shared another component to the Operator recognition. On Sunday, June 4, 2023, Kitsap Transit held the Annual Bus Roadeo. This is a specific course the Operators must maneuver through laid out by the National and State Associations. We have a friendly local competition called the Peninsula Cup, with operators from Clallam Transit, Jefferson Transit, Mason Transit, and Kitsap Transit competing. Clauson introduced Worker/Driver Supervisor, Cyndi Griffey, to give the results.

Supervisor Griffey shared the winners of the 2023 Peninsula Cup Competition.

- Overall winners for the Body on Chassis (BOC), smaller ACCESS buses: first place was Robert Floyd of Kitsap Transit, second place was James Krauss of Mason Transit, and third place was Sal Salvadori of Kitsap Transit. For Kitsap Transit only, first place was Robert Floyd, second place was Sal Salvadori, and third place was Damien Sabado.
- Overall winners for the 35-foot: first place was Lloyd Eisenmann of Jefferson Transit, second place was Cameron Dubel of Kitsap Transit, and third place was Val Quill of Kitsap Transit. For Kitsap Transit only, first place was Cameron Dubel, second place was Val Quill, and third place was Jeff Cushnyr.
- Rookie of the Year was Michael VanWagoner of Kitsap Transit.

Executive Director Clauson stated that we are excited to be able to bring our first-place winners to the state competition which will be held in Vancouver, Washington. Unfortunately, the National Association suspended the competition because of COVID. We are all hoping they will bring back the National Competition next year. Clauson concluded by complementing staff, Operations Director Michael Bozarth and the group of folks that put together the course, the judges, the food trucks, and the catered lunch for all that participated.

Chairperson Erickson commented on the reference to the Peninsula Region, and asked but how many regions there were.

Executive Director Clauson explained that we established this as the Peninsula Region because it is a lot of work to put on a Rodeo. We have invited neighboring transit agencies to come and join us as a friendly rivalry where we developed the Peninsula Cup and have a traveling trophy that moves from whatever agency is the winner for that year.

Chairperson Erickson asked when the state competition is. Clauson responded it is on August 13, 2023, in Vancouver, Washington.

Supervisor Cyndi Griffey continued with the Drivers of the Month. She announced the Worker/Driver Operator of the month for April, Sam Pruitt. Sam became an operator in October of 1994 and is currently our senior driver with 29 years. Sam's most memorable moment as a driver was an incident when a car passed his bus on the right when a passenger was about to step off the bus. Sam closed the passenger door when he saw what was happening and kept the passenger safe. In his spare time, Sam does woodwork, welding, blacksmithing, makes log furniture and smokes meats. He believes in the Golden Rule and his words of wisdom are to take it easy, slow down and treat all passengers with respect. Sam is the Shop 11/17 Operations Manager. On a side note, on April 30, Sam was at PSNS when a component on his bus caught fire, Sam and another passenger were able to evacuate the bus and put the fire out. He saved the bus, and all the passengers were uninjured. At a meeting in the shipyard a Captain came in and presented Sam with a fire extinguisher.

Sam Pruitt shared that he is honored to be presented this award and that he has been a satisfied Kitsap Transit employee for many years. Getting a parking spot in the City of Bremerton is awesome; there is one for him every single day which is great. He explained Griffey's comment about the Shipyard Commander, stating that he was in charge of a Change of Command Ceremony. When he went up to a meeting in the Commander's conference room, his boss walked in, followed by the Captain, with this fire extinguisher, "Here, I hear you need this." Pruitt continued, stating that driving home every night helps him unwind and forget about the work of the day. He also added that the passengers are just like family. If someone is not there, we worry about them. He stated that it has been a real blessing to be a driver and appreciates Kitsap Transit for having him for this long.

Griffey stated that ACCESS Manager Jeff Vinecourt is not able to attend today, so she announced the ACCESS Operator in his absence. ACCESS Operator Tim Stewart was awarded his fourth Driver of the Month Award for April. He has been with ACCESS since January 2018. Tim has been recognized multiple times for being a team player. He is

always willing to go above and beyond for his co-workers and passengers. During the inclement weather he not only helps by transporting passengers, but he has helped get coworkers in safely. He was most recently recognized for assisting with the recent Washington State Ferry incident, agreeing to stay late to help transport any stranded passengers.

Routed Operations Manager Kathryn Jordan announced the Routed Operator of the Month. Routed Operator Manuel Ramirez began his career with Kitsap Transit in February 2002. He earned his first Driver of the Month award in JUST 13 months! He has been awarded with multiple awards from Dispatchers and fellow operators praising him for his teamwork and customer service skills. He is always flexible and helps where he can. He was also recognized for his vigilance in safety, receiving a Distinguished Safety Award for avoiding an accident. When he isn't driving, he enjoys hiking and video games depending on the weather.

Chairperson Erickson stated that this is a demonstration of how many great people we have working for this agency, amazing people doing great work. She thanked for presenting.

## **9. PUBLIC COMMENTS**

No public comment.

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

Councilmember Stern asked about the next steps and a time frame just for exploring and adopting fare free on Routed and ACCESS.

Executive Director Clauson responded that it would be beneficial for us to take a deeper dive into the costs associated with going fare free. Kitsap Transit is still reaching out to get the experiences of other transit agencies, in particular Thurston County Intercity Transit. We are hoping that, possibly in the July or September Study Session, we would have an opportunity to spend more time on it.

Mayor Putaansuu added that he appreciates what this could do for some folks to ride transit and that fares are not a large number in revenue as they are heavily subsidized, but it is still a significant amount of money collected and Kitsap Transit still has a fiscal cliff out in the future. He hopes that part of the information gathered is the revenue analysis and where we are at with the fiscal cliff. The last thing we want to do is waive fares and five years from now cut Sunday Service because we don't have enough money to pay for operations.

Executive Director Clauson explained that is what he meant by a deeper dive into this, because there will be an impact, as indicated in an earlier discussion; it is revenue, and we have to figure out how we deal with the reduction. Director Shinners has mentioned this may have an impact to the Capital program and how it would affect our financial projections going forward. The deeper dive would also offer recommendations on how we would deal with the reduced revenue source. The way Thurston County addressed this was taking it to the voters and getting additional sales tax approved with a portion of the tax going to cover the reduction in fares.

Mayor Wheeler added that there are non-profits and agencies that support folks that are low income that have purchased blocks of tickets or have an agreement. He is not sure if this is a subsidy that Kitsap Transit provides or if it is a purchase from the non-profit, essentially a subsidy from Kitsap Transit or from the non-profit.

Clauson replied that it is a subsidy from Kitsap Transit; that is the free ride ticket program the Board approved some time ago. The non-profits partner with us in the sense that they have taken on the distribution aspect, while our subsidy is in the loss of fares and production of the tickets.

Mayor Wheeler continued stating he will be looking at which demographic the Board will be trying to reach by going fare free and whether going from two dollars to zero dollars would encourage that demographic to use the transportation system.

Chairperson Erickson added that if we will be doing fare analysis, maybe we should look at having a mixture of fares. Maybe the Routed services are free, but the dial-a-ride is not free, or maybe charge more for the ferries. Charging for the premium service while, the Routed services are not charged; helping people that are not of means. Looking at the structure of the fares not just making everything free but maybe something in between.

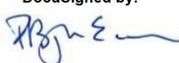
Executive Director Clauson added the only caution with that is that is the definition of "dial-a-ride". There are some ADA obligations for the *ACCESS* riders that would need to be looked at, while Dial-a-ride is more of the general public, which is something we could consider. Another issue would be time of day as opposed to all day; these are items that we would need to bring back and talk about.

**11.ADJOURN:** At 10:00 AM, Chairperson Erickson adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 6th day of June, 2023.

ATTEST:

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*Jackie Bidon*  
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Jackie Bidon, Interim Clerk of the Board

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Rebecca Erickson, Chairperson