

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF July 11, 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
Mockler, Anna, Councilmember, City of Bremerton
Putansuu, Robert, Mayor, City of Port Orchard
Rolfes, Christine, Kitsap County Commissioner,
Schneider, Leslie, Councilmember, City of Bainbridge Island
Stern, Ed, Councilmember, City of Poulsbo
Walters, Katie, Kitsap County Commissioner
Wheeler, Greg, Mayor, City of Bremerton, **Vice Chair**

Staff Present:

Sanjay Bhatt, Marketing & Public Information Director; Jackie Bidon, Interim Clerk of the Board, Public Records Officer; Michael Bozarth, Operations Directors; John Clauson, Executive Director; Cyndi Griffey, Worker/Driver Supervisor; Dennis Griffey, Vehicle and Facilities Maintenance Director; Kathryn Jordan, Routed Operations Manager; Steffani Lillie, Service and Capital Development Director; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Raymond Scott, Marine Services Director; Paul Shinnars, Finance 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

Chairperson Erickson requested verification that the handout of Resolution No. 23-44, Agenda Item 6a., is an updated resolution that was initially included in the agenda.

Executive Director Clauson confirmed.

Upon review by the board, the agenda remained unchanged.

3. CHAIRPERSON'S COMMENTS

Chairperson Erickson thanked Mayor Putaansuu, Port Orchard, for inviting so many to Port Orchard to meet Secretary Pete Buttigieg. She then congratulated the Port of Bremerton and the City of Port Orchard on the break water project. Erickson also thanked the Director of Marketing, Sanjay Bhatt, and the Public Relations Team for what it does for Kitsap Transit, seeing the ferries on various local tv channels and getting the word out.

4. COMMUNITY ADVISORY COMMITTEE REPORT

a. Representation List

Executive Director Clauson reported that the Community Advisory Committee (CAC) had been on hold due to the pandemic. It has reassembled in the last three or four months and some members did not return to the committee, leaving vacancies. This has given the committee the opportunity to reassess their mission and representation. Staff has been working with the committee, discussing the redevelopment, and moving forward to better benefit the communities they represent. The CAC meets prior to the Kitsap Transit Board of Commissioners, has the opportunity to review the meeting agenda and, if the members have a position on any of the agenda items, that can be conveyed to the Board. Clauson directed the Board to membership list in their packet, for which interest groups Kitsap Transit would like to get representation. A recruitment process will fill the areas that do not have representation.

Chairperson Erickson requested the addition of the North Kitsap Fishline to the list, servicing Kitsap resources in the North End. Erickson asked Clauson how he would like the Board to deliver names of individuals to be considered for the CAC.

Executive Director Clauson responded that the Board could forward the names to Charlotte Sampson. Clauson added that the committee discussed the size of the CAC and that it shouldn't be too large.

Councilmember Mockler asked what recruitment has been done to date on filling the vacancies.

Executive Director Clauson shared that in the past, recruitment efforts were in the form of rider notices on the buses asking for volunteers. Interested individuals were required to complete the application process, attend meetings, and the committee at large would make recommendations to the Board of Commissioners for appointment.

Chairperson Erickson added that this is an important group as they represent the consumer standpoint.

Executive Director Clauson agreed, stating that not all transit agencies have an advisory committee. He brought up recent legislative discussion regarding having a member of the public on a transit board. Clauson has spoken with some of the Transportation Chairs, stating that an advisory committee is more beneficial than a single voting member with a specific interest on a transit board. He has presented this concept at the state level through the Washington State Transit Association.

Councilmember Stern shared that he sat in on a Community Advisory Committee meeting, agreeing the CAC is important, and lively. The group did not hold back on feedback and were strong advocates for economically challenged and the way that integrated with the bus services really stood out for him.

Chairperson Erickson questioned how the CAC would report back to the Kitsap Transit Board of Commissioners.

Executive Director Clauson explained since the CAC meets prior to the Board meetings, that he would report information from the meeting to the Board. Members of the CAC are welcome to attend the Board meetings, and, in the past, we have scheduled a joint meeting with members of the Board.

5. CONSENT/ACTION ITEMS

- a. Warrants for May 2023
- b. Minutes of 05/16/2023, Board Meeting
- c. Minutes of 06/06/2023, Board Meeting
- d. Resolution No. 23-42, 3rd Quarter 2023 Procurements
- e. Resolution No. 23-43, Kitsap Transit Drug and Alcohol Policy

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

Discussion: None.

Motion passed unanimously.

6. FULL DISCUSSION / ACTION ITEMS

- a. Public Hearing: 2023-2028 Transit Development Plan
 - Resolution No. 23-44, Adoption of 2023-2028 Transit Development Plan

Executive Director Clauson shared that the Transit Development Plan (TDP) is updated annually by Kitsap Transit and is required to be submitted to the Washington State Department of Transportation. The TDP is a brief look at the past years' accomplishments and a look out to the next five years and includes topics on service, capital expenditures

and a variety of other aspects. Clauson invited Ed Coviello to expand on the 2023–2028 Transit Development Plan.

Edward Coviello, Transportation and Land Use Planner, highlighted aspects of the 2023–2028 Transit Development Plan. The plan starts with current employment and facilities, current service, and accomplishments in 2022. Some of these accomplishments include the purchases of clean diesel buses, electric buses for Routed and Worker/Driver service, and electric Rideshare vehicles; that start of construction of the Silverdale Transit Center; implementation of the NextGen ORCA system; and additional Fast Ferry Service to augment WSF services. Coviello shared that a more comprehensive listing is included in the 2023–2028 Transit Development Plan

Coviello continued with targets for 2023–2028 that include the implementation of Sunday Service, completion of the Ruby Creek Park & Ride, completion of pre-COVID-19 service restoration, work on a Marine Maintenance Facility, and design completion for the North Base Maintenance facility. The remainder of the report covers operating data, facilities and equipment, and the revenues/expenditures for Kitsap Transit.

Coviello indicated that this is the first year the Puget Sound Regional Council provided comments. They recommend including the Transit Asset Management Plan and an explanation of how the Kitsap Transit Transit Development is consistent with local comprehensive plans including the Kitsap County Comprehensive Plan. They also suggested modifications to the Regionally Significant Project list.

Covellio continued addressing the public comments that were received:

- Along SR3, between Hood Canal Bridge and Poulsbo, there are no plans for transit services. Covellio stated that this is something Kitsap Transit needs to investigate, sharing that Jefferson Transit does have routes in the area and there may be potential to work with them to resolve this.
- Correction of a typo in reference to the service connections regarding Kingston Ride, referencing routes 91 and 92. Covellio shared that he would be updating that to the correct route numbers.

Covellio concluded by informing the Board that there is a modified resolution that describes the 2023–2028 Transit Development Plan and stating that it will be amended to reflect recommendations from the Puget Sound Regional Council as well as the public comments.

Councilmember Mockler noted that there was a Public Comment from Heather Pugh of Bremerton, who made several significant points. Mockler stated it was omitted from the

printed handout. Covellio advised that he would review this.

At 8:55 AM, Chairperson Erickson opened the public hearing, stating that there is a three-minute time limit for each public comment.

Tecla Legge, Kingston, noticed on the service map that the Kingston Ride area is not highlighted as the other Ride geographic locations are.

Coviello explained that the vision map is essentially a look forward. He did not add the Ride layers to the map but will do that. He noted that the Ride layer is listed on the current System Map.

No further public comment was made, Chairperson Erickson closed the public hearing at 8:59 AM.

Executive Director Clauson added that one of the comments that the Puget Sound Regional Council noted was to make sure that this document shows the coordinated efforts with all the jurisdictions. Kitsap Transit's Long Range Transit Plan does show this, and we work closely with all jurisdictions. He shared that Executive Director Brown of the Puget Sound Regional Council will be coming to a Board meeting soon to present Kitsap Transit with an award for the Kitsap Transit Long Range Plan.

Councilmember Stern asked why Puget Sound Regional Council requested the incorporation of the jurisdictional coordination.

Executive Director Clauson shared his thought that this plan has additional elements that have not been included previously.

Chairperson Erickson added that Seattle is watching what is going on over here very carefully. With the fast ferries on TV and in the papers, a lot of eyes have been opened and jurisdictions on the other side of the water are getting pressure to do what Kitsap Transit is doing. Kitsap Transit may see more inspection from Seattle because of this.

Commissioner Walters moved and Councilmember Mockler seconded the motion to adopt Resolution No. 23-44, Kitsap Transit's 2023-2028 Transit Development Plan.

Discussion:

Councilmember Mockler noted the various Dial-a-Ride services implemented in the county. She then pointed to the TDP with no prevision or reference to instituting Dial-a-Ride services in the densest, most diverse, least wealthy portion of Kitsap County. Mockler

shared that she had inquired numerous times about this and had been told a Dial-a-Ride service in Bremerton would be too expensive. Mockler reiterated that the Board approved the spending of \$733,000 on software for ongoing, on-demand and Sunday service. She requested a cost breakdown of why Dial-a-Ride in Bremerton is so expensive. Mockler added that there are projections for on-demand services. She inquired on what these projections were based. Mockler closed, questioning the cost to expand the on-demand services to Bremerton and why, with the expenditures the Board is making monthly on very large projects, they can't do the Dial-a-Ride in Bremerton.

Executive Director Clauson responded that demand responsive service is provided in the community where the demand is so low that one cannot justify a Fixed Route operation, such as mid-day on Bainbridge Island, Kingston, and a certain area in South Kitsap County; the likelihood of having adequate ridership to justify a Fixed Route is not there. The City of Bremerton has numerous Fixed Route operations that are on a schedule, as opposed to doing on-demand. The riders are able to see the Fixed Route schedule and plan their entire trip, verses calling two hours in advance trying to schedule an on-demand vehicle to come pick them up. Another service provided by Kitsap Transit is the *ACCESS* program, which is a demand response service, available throughout Kitsap County. Clauson shared that the *ACCESS* service generally transports three passengers an hour. The cost of the bus and an operator is spread out over three passengers, making this service very expensive. Our Fixed Route operation has a minimum ridership of 10 passengers an hour. With the cost of the bus and operator spread out over 10 passengers, this method is more cost effective. Clauson noted that Kitsap Transit is proposing an on-demand service for Sunday service, primarily due to the uncertainty of demand. This would allow Kitsap Transit to understand what the ridership demand will be and whether a Fixed Route could be developed.

Mayor Putansuu shared that his community has both Fixed Route and on-demand services. He would like only Fixed Routes throughout Port Orchard. He appreciates what his city does have and, as they grow on-demand service will transition to Fixed Route services throughout the entire city.

Councilmember Mockler reiterated her desire for a continued look at the Bremerton community's feedback and the need for the increased bus runs in denser urban areas. She stated using Dial-a-Ride to shape where and when Fixed Route services are established may be a useful experiment to carry out in Bremerton. She urged the Board to find out the cost of Dial-a-Ride, stating it is the Board's duty to serve people who cannot easily afford an alternative to public transport.

Motion passed with Councilmember Mockler voting no.

b. Resolution 23-45, Award Contract On-Demand Software

Executive Director Clauson shared that this resolution is in preparation for the start of Sunday service. Kitsap Transit has gone out to bid, with the successful bidder being The Routing Company.

Mayor Wheeler moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 23-45, authorizing staff to award a contract for the On-Demand Software and Planning to The Routing Company in the amount of seven hundred thirty-three thousand one hundred six dollars (\$733,106).

Discussion:

Mayor Wheeler expressed his support in upgrading the technology and questioned if the software will have the capability to capture data such as frequency and location.

Executive Director Clauson confirmed the software will capture the frequency and location as well as the time of day, origin, and destination. He stated that the eventual goal for the Sunday service is to identify the demand and replace it with Fixed Route service.

Motion passed unanimously.

c. Resolution 23-46, Establish Policy Capital Budget

Executive Director Clauson shared that this policy will clarify the process for moving forward with making mid-year budget adjustments and identifying when to come back to the Board with enhancements, changes, and other matters.

Finance Director Paul Shinnors noted that this policy formalizes what is already practiced and precedent for the Operating and Capital budget. Kitsap Transit still prepares and presents the Operating and Capital budgets on an annual basis for Board approval, along with monthly updates in Board packets. Prior to this policy there was consistency but no clarity in terms of when Kitsap Transit must go to the Board for immediate resolution. Based on the policy, Kitsap Transit staff is required to go back to the Board for a mid-year adjustment if there are economic conditions or activity that requires a greater amount to be drawn from unrestricted reserves than the Board has already approved. Shinnors added, included in the Operating and Capital budgets are unrestricted reserves. If staff is expecting to withdraw an amount greater than expected, the Board is notified and the enhanced budget is presented for approval.

Mayor Putaansuu moved and Councilmember Stern seconded the motion to adopt Resolution No. 23-46, approving the proposed Budget Policy as attached and incorporated by reference herein as Exhibit A.

Discussion: None.

Motion passed unanimously.

Executive Director Clauson acknowledged that Commissioner Christine Rolfes has joined the meeting at 9:23 AM.

d. Resolution 23-47, Southworth Ferry Lot Redesign Change Order

Executive Director Clauson stated that this resolution is part of the redevelopment of the parking lot at the Southworth Ferry Terminal, improving the ingress and egress for the buses to make better connections with the ferry operations of Kitsap Transit and Washington State Ferries. He added that, in previous meetings, the Board approved the agreement with the contractors; this is a contract with the design consultant, Art Anderson and Associates, to provide Kitsap Transit with the construction management during the Southworth Ferry Lot Redesign project.

Commissioner Garrido moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 23-47, authorizing staff to award the Construction Management Option of Contract KT 22-752 to Art Anderson Associates in the amount of thirty-one thousand four hundred thirty dollars (\$31,430).

Discussion: None.

Motion passed unanimously.

e. Resolution 23-48, Silverdale Transit Center Authorize SCI Infrastructure

Executive Director Clauson stated there is a provision in the contract that, as issues arise such as a pandemic, military conflict, supply chain, or others beyond their control the contractor is allowed to request an adjustment to their contract to compensate for these issues. Clauson shared that SCI submitted their original request for additional funds that amounted to about \$1.7 million dollars' worth of additional expenses. Kitsap Transit staff and consultant; Parametrics, worked with the contractor, identifying all the expenses, and negotiating the addition of funds requested down to \$514,000.

Commissioner Walters moved and Mayor Wheeler seconded the motion to adopt Resolution No. 23-48, authorizing staff to issue an equitable adjustment to SCI Infrastructure LLC, for construction contract KT 21-734 for the Silverdale Transit Center Project in the amount of five hundred fourteen thousand one hundred

twelve dollars and seventy-seven cents (\$514,112.77).

Discussion: None.

Motion passed unanimously.

f. Resolution 23-49, Award of Destination Sign Retro-Fit

Executive Director Clauson shared that the majority of the fleet were able to be updated with destination signs that could be changed remotely, but 40 buses still need signs changed manually. Another reason for the upgrade is the technology upgrade on all the buses for the passenger counting system and automatic vehicle locating system. With the new system, all of this would be automated based on the schedule and where the vehicle is. Performing the upgrade on the buses would standardize the fleet. The successful bidder is the same firm that has been doing the majority of our head signs, so the upgrade will be compatible throughout the entire fleet.

Mayor Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 23-49, authorizing staff to purchase forty (40) new coach display signs from Hanover Displays in the amount of three hundred forty-five thousand seven hundred fifty-two dollars (\$345,752).

Discussion: None.

Motion passed unanimously.

g. Resolution 23-50, Rideshare Program Vehicle Purchase

Executive Director Clauson shared that the State Legislature provided additional funding in the transportation budget and awarded Kitsap Transit \$235,000 to purchase electric vehicles for the Rideshare Program. This funding was made available on July 1, 2023, with a local match requirement of \$47,088. There is a long lead time for these vehicles, with a year or more until delivery. Clauson wanted to be sure the Board recognized and acknowledged that although the funding for the local match was not available, it would be budgeted. Staff wants to place the order now, allowing us to start expending the funds and budget for the local match in 2024.

Mayor Wheeler moved and Councilmember Stern seconded the motion to adopt Resolution No. 23-50, authorizing staff to purchase five (5) electric vehicles for the Vanpool Rideshare Program, for a total of two hundred eighty-two thousand five hundred twenty-eight dollars (\$282,528).

Discussion:

Chairperson Erickson agreed that the order needs to be put in quickly. Poulsbo waited over a year for police cars and gave up on the hybrid because they couldn't find them.

Mayor Wheeler shared that the City of Bremerton has proactively marketed the Rideshare program, have incorporated it into their parking strategy and have recently set aside more of their parking for the Rideshare program. The City communicates closely with the Navy and has learned that they are offering the Rideshare program in their new employee onboarding packages. Mayor Wheeler stated that he highly supports the Rideshare program.

Mayor Putaansuu added that he fully supports the Rideshare program and getting out in front of this. He inquired as to what type of vehicle Kitsap Transit is purchasing.

Director Steffani Lillie stated that Kitsap Transit is looking at purchasing the Ford Mach E, which is a smaller Rideshare vehicle. She added that Kitsap Transit is moving the fleet toward electrification, with three electric vehicles on order. This order will expand the fleet, giving a good test base to see how the electric van share vehicles work with the public.

Councilmember Stern shared that he also supports the electric vehicle program in the hope of moving from small electric vehicles to the larger, high-capacity electric vehicles.

Commissioner Walters questioned if the infrastructure is already in place for the electric Rideshare vehicles.

Executive Director Clauson stated that it would depend on where the vehicles would be located. Most of the Rideshare vehicles are stored at the driver's home, and we would need to figure out the compensation for the drivers. The destination locations are improving on the charging stations.

Motion passed unanimously.

h. Presentation: Operator Hiring Update

Executive Director Clauson stated that Kitsap Transit wants to continue to provide information on the recruitment efforts which is related to the ability to start Sunday service. He asked Director Michael Bozarth to refresh the information he provided a couple months ago.

Operations Director Bozarth updated the Board with the recruitment efforts as of June 2023. Fifty-three operators have been hired since January 1, 2023. Thirty-three operators

have separated since January 1, 2023, for various reasons, including retirements, the inability to obtain credentials for CDL or medical examiner certificates, terminations, and resignations. This means we are short 22 operators to be at pre-COVID levels and add Sunday service.

Our 2023 goal is a net gain of 25 new operators. With current recruitment and retention, we are forecasting a net gain of 33 operators by the end of 2023. Our current monthly attrition is at 5.50, with current monthly recruitment of 8.83. Based on the current recruitment levels, we are planning to start Bremerton Sunday service in September 2023 to align with the operator bid.

Mayor Wheeler echoed Chairperson Erickson's comments. He wanted to know the call-in deadline for the Sunday service ride; would it be 2 hours, 4 hours, or 24 hours in advance to secure the ride on Sunday.

Director Bozarth shared there will be multiple options for riders, a trunk route in all three phases. The *ACCESS* operation will be available, with passengers calling in a day ahead for their rides. Feeder routes will also be available with a dual purpose of *ACCESS* and on demand.

Executive Director Clauson continued due to technical difficulties with audio. Clauson stated that the on-demand service would require a two-hour advance notification, with riders calling in or using their phone application to schedule their ride. Clauson added that, even being a few operators short, Kitsap Transit is staffed up to start the Sunday service, since it will be implemented in phases, with the first roll out in September. The expectation is to have sufficient operator force to implement the final phase of Sunday service in February 2024.

Councilmember Schneider wanted to know, moving toward the goal of getting communication out to the public about Sunday service, if a statement would be created that guides riders to connections and times. She is particularly concerned about the workforce on the Sunday routes, the available transit sites and communicating to the employers on the island.

Executive Director Clauson responded that the concept of the trunk route is to have a route from one point to the other. The on-demand service will be feeding into the trunk route, giving staff the information on where the eventual Fixed Route services on Sunday may be. Clauson added that they are not to the point where a schedule is put together, but the community will be informed as it progresses.

Councilmember Mockler asked for confirmation on operator numbers and if it includes non-routed personnel.

Executive Director Clauson responded that the 112 is current for Routed operators, 72 is current for *ACCESS* operators, and that this does not include the Worker/Driver program or the staff that are running the Marine Services.

Mockler questioned what the target numbers for Routed operators and *ACCESS* operators are.

Director Bozarth stated that the target numbers are 130 Routed operators and 76 *ACCESS* operators.

7. EXECUTIVE DIRECTOR ITEMS

Postponed to the end of the meeting.

8. STAFF RECOGNITION/PROGRESS REPORTS

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

Kathryn Jordan reported on Routed Driver of the Month, Doug Bauer, for May 2023. Doug Bauer began his career with Kitsap Transit in May 1992. This is his eighth Driver of the Month award. He has also been Driver of the Year two times, has been on the Honor Roll 150 times, and has earned 67 Way-to-Go's over his career. He was recently awarded his 30-year Safe Driving Award. When he isn't working, he enjoys spending time with his grandchildren, hopes to retire soon, and watch the Cleveland Browns win a Superbowl. His words of wisdom to his fellow drivers: "Be good to the passengers."

Cyndi Griffey reported on *ACCESS* Driver of the Month, Clay Coffman, for May 2023. *ACCESS* Operator Clay Coffman was awarded his eighth Driver of the Month Award for May and was Driver of the year in 2018. He has been with *ACCESS* since March 2004. Clay was recently awarded a Distinguished Driving Award for his safe driving. As he was turning left on a green light, a pedestrian attempted to cross in front of his coach. He was able to identify the concern and avoided a potential event. He has been recognized by others for always helping when he can. When he isn't transporting *ACCESS* passengers, he enjoys playing the guitar.

She continued introducing Worker/Driver of the Month Hans Gehlhaar, for May 2023. Hans became a Worker/Driver in June of 2005. His most memorable moment was competing in the 2018 Revenge of the Cones Rodeo and taking 2nd place as well as the trophy for Highest Scoring Rookie in the 40' coach category. Hans is a first generation

German American and is a retired submariner. Hans' words of wisdom are, "Always leave yourself the space and give yourself time to react to the unexpected, because the unexpected will happen." Recently Hans was recognized by a passenger for seeing a vehicle approaching on the left of his stopped bus and the danger to a pedestrian in a crosswalk in front of his bus. Hans signaled the driver that there was a hazard to be aware of. Hans is the Lead Test Engineer for the Shipyard's Nuclear Ship Recycling Program.

Hans shared that Kitsap Transit and the Navy have pushed him into a position of customer service, which is the way he approaches his route. Approaching his route with customer service in mind means picking the passengers up as close to their homes and dropping them off as close to their work is where he has taken his route to. He has even checked in on his route while he was on vacation.

Progress Reports stand as presented.

9. PUBLIC COMMENTS:

No Public Comments.

9:55 AM: Commissioner Rolfes left the meeting.

10. GOOD OF THE ORDER

Councilmember Mockler referred to the Lobbyist's report included the Joint Transportation Committee's presentation at Association of Washington Cities conference in Spokane, drawing attention to the hyperlink of the Tacoma equity map. She felt this was of great interest, furthering environmental health, education, accessibility, and other goals that she hopes are shared by all. She added that it was an interesting presentation and recommended it to the Board.

Commissioner Walters commented that she is looking forward to seeing the ridership numbers from the Fast Ferry during the All-Star Games. She shared that she had friends that rode the Fast Ferry for the first time and said they look forward to riding it again. She congratulated Kitsap Transit, stating it was a great way to promote the Fast Ferry.

Councilmember Stern mentioned the free fare for Kitsap Transit Routed services and the possibility of including *ACCESS* services, understanding the 10 percent impact because of the 10 percent recovery at the fare box. He shared that he doesn't feel the Sunday service or other expanded programs would be jeopardized with the free fare. Stern noted that Intercity Transit passed the free fare on services in conjunction with a tax ballot issue in Thurston County. Considering the passing of the Transportation Development Plan with

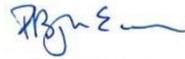
the five-year outlook, this is not to be done lightly or quickly; there might be an opportunity to bring these two issues together and preserve revenue and see if the people are for this. Kitsap Transit already has the youth free fare program, and the ferries recently had a fare free service showing the value in these programs. Stern shared the benefits of fare free as alleviating road congestion and climate change issues, stating that he wants the Board to be thoughtful of this and keep it in mind.

Councilmember Schneider agreed with Councilmember Stern's comments. She noted the request the Board had made for funding to do a feasibility study for intra-county foot ferries was denied, but would like the Board to keep this on their radar as well. She added that this is a long-term plan and asked if there would be alternate ways to get funding or if this is something we will be asking the Legislature for again.

With time available on the agenda, Executive Director Clauson stated that Kitsap Transit has been considering, internally, the option of implementing Sunday service as a free service through 2024. This will be brought before the Board for approval. Current policy allows for the initial 30 days of new services to be fare free. With the Sunday services being rolled out in phases, the 30 days would need to be applied to Bremerton, Poulsbo, Port Orchard, etc., and could be confusing. Extending the free fare on Sunday services throughout 2024, would not only promote the new service but also provide the community the opportunity to try the bus service. There would be no impact to the current funding levels; only the operating level. He stated that he will be coming back to the Board with a formal request when Kitsap Transit gets to that point.

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 5th day of September, 2023.

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Rebecca Erickson, Chairperson

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Jackie Bidon, Interim Clerk of the Board