

## **KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF September 3, 2024**

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

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

### **Staff Present:**

Jackie Bidon, Clerk of the Board/Public Records Officer; John Clauson, Executive Director; Crystal Culbertson, Administration Associate; Kathryn Jordan, Routed Manager, Steffani Lillie, Service and Capital Development Director; Mary Pauly, Human Resources Director; Ray Scott, Marine Services Director; Paul Shinnars, Finance Director; Jeff Vinecourt, ACCESS Manager

**Also Present:** David Weibel, Legal Counsel

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

### **2. AGENDA REVIEW**

Councilmember Mockler asked if Resolution No. 24-56, Approve Disposal of Surplus 2024, is in accordance with previous discussion on making the vehicles available to non-profits.

Executive Director Clauson stated that yes, it is consistent with the previous discussion. He shared that the Board would need to take this action before Kitsap Transit is able to check with any of the non-profits.

Commissioner Rolfes shared that she would like to make sure the Executive Director Reports include an update on Kingston and the boat situation overall.

Executive Director Clauson stated that he plans to address that.

Upon review by the Board, the agenda remained unchanged.

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

Mayor Wheeler welcomed the Board back, stating that it had been a beautiful August and nice Labor Day weekend. He hoped that everybody enjoyed the festivities in their cities.

#### **4. COMMUNITY ADVISORY COMMITTEE REPORT**

Executive Director Clauson shared that the Community Advisory Committee (CAC) had their meeting on the 29<sup>th</sup> of August. He stated that the committee discussed the issues of ferry service and vessel repair communications. They specifically discussed how Kitsap Transit could improve the wording of the notifications to the community when there are service interruptions. Clauson shared other topics discussed were what Kitsap Transit was doing about a security presence on the buses and around the facilities; expanded Sunday service in Poulsbo; the State Roadeo Competition; the representative from Peninsula Community Health and her interest in continuing interest to be on the committee; and concerns about the wheelchair lifts and how they work.

#### **5. STATE ROADEO COMPETITION REPORT**

Executive Director Clauson shared that the State Roadeo Competition was a great success for Kitsap Transit competitors. He stated that this is a two-part competition with operators driving a course set up for different size vehicles and the maintenance teams cycling through various modules of the vehicle's inner workings. Clauson stated that the participants are not paid to train for the local, State, or National competitions. To perfect their skills, competitors travel to other agencies to practice and compete on their own time. He shared that Kitsap Transit holds a local annual competition called the Peninsula Cup where Kitsap Transit employees and those from other local agencies participate. He stated that if the Kitsap Transit participant places first in the local competition, Kitsap Transit takes them to the State competition where they compete against transit agencies from all over the State. If the Kitsap Transit participant is successful in the State competition, Kitsap Transit takes the participant to the National competition to compete.

Executive Director Clauson shared that Kitsap Transit's *ACCESS* Operator, Robert Floyd, took first place in the Body on Chassis and will be going to the national competition. Routed Operator Val Quill came in first place in the 35-foot category and will be going to the national competition as well. Routed Operator Lexi Shipp is Kitsap Transit's rising star. She came in first place in the local competition and was able to go to the State competition for the first time. Maintenance Team James Irish, Spencer Winslow and Ruben Castro came in first place for the first time in Kitsap Transit history; they will also be going to the national competition.

Councilmember Mockler stated that it would be great if the Maintenance Team would consider doing a demonstration for the Washington Science Fair in the coming spring.

Executive Director Clauson shared that Kitsap Transit does not have the maintenance modules to be able to do a demonstration.

Executive Director Clauson continued stating that Kitsap Transit brought home three first place winners and received the Grand Champion Award. Clauson publicly thanked the State Rodeo participants for the great job they have done.

Commissioner Walters congratulated the winners and stated that it makes the Board proud that they are working for Kitsap Transit. She asked if the bus simulator is set up for the operators to practice.

Executive Director Clauson stated that it is and can be programmed to replicate the driving course, but we have not done that yet. He shared that he has asked Valerie Quill and Robert Floyd to come down to test the course for accuracy and difficulty. It will never replace the actual driving, but it will give the opportunity to practice on maneuvering.

## **6. CONSENT / ACTION ITEMS**

- a. Warrants for June 2024
- b. Warrants for July 2024
- c. Minutes of July 2, 2024
- d. Minutes if March 19, 2024
- e. Resolution No. 24-54, Appointment of New CAC Members
- f. Resolution No. 24-55, Support National Week Without Driving 2024
- g. Resolution No. 24-56, Approve Disposal of Surplus 2024
- h. Resolution No. 24-57, Approve KT 24-899 Enetai USCG & Repairs Change Orders 6-8

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

### **Discussion:**

Commissioner Rolfes questioned if item "g" in the Consent/Action Items, was requested to be removed by Councilmember Mockler.

Mayor Putaansuu shared that Councilmember Mockler posed a question which was answered.

Councilmember Mockler stated that item "g" would need to be approved before the Board can move on offering surplus items to nonprofits.

**Motion passed unanimously.**

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

- a. Resolution No. 24-58, Award Phase Two, North Base Design

Executive Director Clauson stated that this resolution is asking for permission to exercise Change Order 2, the construction and design phase of the new maintenance facility in Poulsbo. Kitsap

Transit initially went out to bid for a firm that could accomplish three tasks. One was the preliminary design, second would be the final design for bidding and the third would be for construction management. He shared that Kitsap Transit was awarded Phase One which was the conceptual design which allowed them to determine if it is feasible to move onto the next phase. Clauson stated that the award of the RAISE grant allows Kitsap Transit to move forward and is asking for permission to exercise Change Order two. He shared that this would give the contractor, TCIF Architecture, the opportunity to move forward with the complete design, construction, and drawings.

**Mayor Erickson moved and Councilmember Stern seconded the motion to adopt Resolution No. 24-48, authorizing staff to award Phase 2 of the North Base Heavy Duty Maintenance Facility Design project to TCF Architecture in the amount of one million three hundred twenty-four thousand one hundred forty-six dollars (\$1,324,146) plus applicable taxes.**

**Discussion:**

Councilmember Stern shared that Executive Director Clauson addressed the Poulsbo City Council on this North end project and they are excited. Following that, they had their ad hoc meeting with the Bainbridge City Council representatives, going over the project, including the conclusion with the double decker buses.

Mayor Erickson stated that the Edward Rose Bay Apartment project is moving forward quickly with timelines getting tough. She asked how the Ruth Haines project is going with connectivity and moving forward expeditiously.

Service and Capital Development Director Steffani Lillie shared that they were moving expeditiously on routing Vetter Road to Ruth Haines Road. She stated that they learned Friday that Kitsap Transit will need to complete NEPA on the old Vetter Road before they can do the move. She shared that Kitsap Transit will combine that NEPA portion with this project and will do the official road swap and vacation at that point. She added that it was not part of the overall NEPA because it will become part of a federal facility; it was part of a city roadway and is one piece of right of way that they now need to complete.

Mayor Erickson stated that a year from now there will be 468 apartments that will be counting on the connectivity to transit.

Director Steffani Lillie shared that both Ruth Haines Road and Vetter Road are open and operational and will continue to be while Kitsap Transit goes through this process.

**Motion passed unanimously.**

- b. Resolution No. 24-59, Approve KT 24-912 Marine Engine Overhauls Change Order 1

Executive Director Clauson stated that this resolution is asking for authority to approve Change

Order 1 for the rebuild of two Caterpillar engines. He shared that Kitsap Transit awarded Phase 1 of the contract to Tacoma Diesel and Equipment to perform the assessment of what needed to be replaced and what could be refurbished. The assessment is completed with additional funds required to move forward with the rebuilding of the engines.

**Mayor Putaansuu moved and Councilmember Moriwaki seconded the motion to adopt Resolution No. 24-59, approving KT 24-912 Change Order 1, in the amount of one hundred one thousand four hundred eighteen dollars (\$101,418).**

**Discussion:**

Mayor Putaansuu asked what vessels the engines are for.

Executive Director Clauson stated that the engines are for the RP Class vessels.

**Motion passed unanimously.**

- c. Resolution No. 24-60, Approve KT 24-917 Finest USCG Inspection and Repair

Executive Director Clauson shared that this resolution is asking for permission to award a contract for the dry docking and repairs to the Finest. This is a process that follows the normal procurement process. He stated that the vessels are required to come out of the water on a regular basis for Coast Guard inspection. Kitsap Transit went out to bid and are proposing to award the contract to Pacific Fishermen and Electric, LLC in Seattle. He added that the Finest is currently in dry dock getting repairs. This approval will allow them to plan for a future dry docking to remain in compliance with the Coast Guard inspection and regulations.

**Mayor Putaansuu moved and Councilmember Moriwaki seconded the motion to adopt Resolution No. 24-60, authorizing staff to award KT 24-917, M/V Finest Inspection and Repairs to Pacific Fisherman and Electric, LLC in the amount of one million two hundred thirteen thousand six hundred dollars (\$1,213,600).**

**Discussion:**

Mayor Putaansuu stated that this is something they must do. It's expensive, but they need to keep the boats in the water. He shared that Kitsap Transit doesn't want to have situations where the boats are not in service.

**Motion passed unanimously.**

- d. Resolution No. 24-61, Approve KT 24-897 Wake & Beach Monitoring Change Order 1

Executive Director Clauson shared that this is a confirming resolution. Because the Board did not meet in August, and staff was not able to obtain Board approval on a situation that came up. He

received preliminary concurrence from the Board Chair. Clauson continued stating that the Argosy crews in Seattle noticed and experienced increased wake issues with their operation, affecting their vessels and docks. Kevin Clark, owner of Argosy, contacted both Executive Director Clauson and King County Water Taxi, informing them that there was a problem. Clauson shared that it is difficult to say exactly where the problem is because of the waterway in Seattle; there is a high volume of vessel traffic from tugboats, State ferries, Kitsap Transit ferries, and cruise ships. Executive Director Clauson stated that Kitsap Transit has a contract with the firm Blue Cascade (Blue Coast) that has been conducting wake analysis and beach impact through Rich Passage. The contract allows Kitsap Transit to modify the current agreement so he reached out to them, asking them to provide a quote for a wake analysis in Seattle. Clauson shared that this would be a two-phase analysis to identify the problem and then conduct a more in-depth analysis. Clauson stated that he has been in discussions with King County Water Taxi, including them in communications with the consultant and Argosy. They are on board with this and will be contributing to the effort.

Executive Director Clauson stated that the consultant was ready to start Phase 1 but that he paused this given the recent challenges Kitsap Transit has been having with its vessels and the Kingston service shut down. He shared that the analysis would be done when Kitsap Transit's system is running normally, offering a true analysis of where the problem might be.

#### **Discussion:**

Councilmember Moriwaki stated that it was mentioned that Argosy was on board with this process and asked if they would accept whatever determinations this process has.

Executive Director Clauson shared that he cannot speak for Kevin Clark, but that Mr. Clark is aware of the process and has given permission for the consultant to be on his docks to set up for measurements and observation. Clauson stated that Mr. Clark is part of the study; whether he is going to be in acceptance of the results is yet to be determined.

Councilmember Moriwaki asked if the consultant was only going to study wakes from King County Water Taxi and Kitsap Transit vessels or all different vessels throughout the passage.

Executive Director Clauson shared that they would look at all the wakes of all vessels that travel through there to identify where the problem might lie.

Mayor Putaansuu stated that if Kitsap Transit or King County is responsible; the solution may be as simple as changing speeds or the direction coming in or out. He added that this action is not to consider stopping use of the dock, but more in finding what the impacts are and how not to impact the area.

Executive Director Clauson agreed. If Kitsap Transit is responsible, the engineers will be able to look back at the vessels' tracking and make recommendations on course adjustments and speeds to minimize the impacts.

Mayor Erickson stated that she does not understand why Kitsap Transit is being asked to do a wake analysis when the Walla Walla, Tacoma, freighters and container ships are much larger ships and create the wake issue.

Executive Director Clauson stated that, in Mr. Clark's observations he has shared, he believes the wake is coming from Kitsap Transit and King County Water Taxi operations. Clauson noted that the analysis is to identify who is creating the problem and, if it is Kitsap Transit, what can be done to mitigate it. Clauson added that this is the logical step forward versus arguing about who is causing the problem.

Councilmember Mockler stated that Argosy Cruises has observed Kitsap Transit and King County Water Taxi creating excessive wakes and they have never seen a freight or container ship creating excessive wakes. She asked if that is accurate.

Executive Director Clauson shared that is his understanding and that they have been able to identify Kitsap Transit's vessels because of the frequency. He stated that their vessels come and go throughout the day but the freighters are less frequent.

Councilmember Mockler stated that she has three questions: What was the damage to the Argosy fleet; if Argosy serves a public service or are for pleasure; and whether this study is required or if Kitsap Transit is doing this out of good fellowship.

Executive Director Clauson shared that the wake is causing challenges for their operation when loading and offloading, and the vessels are getting shifted around with the pilings and docks. Clauson stated that the Argosy does not perform public service as they are a tourist operation. Clauson shared that he believes the analysis is required if Kitsap Transit wants data to support their position one way or another; otherwise they are relying on observations of the complainant.

Councilmember Mockler asked if the Argosy has made any hard measurements of their own.

Executive Director Clauson stated that he is not aware of that.

Mayor Putaansuu shared that he wanted to confirm that Argosy is making a claim before this gets to litigation and that Kitsap Transit wants to work at protecting themselves by proving whether it is them or not. He stated that hopefully it isn't Kitsap Transit making the waves, but if it is, then modifications in operations can be made.

Executive Director Clauson shared that the claim is that this is an issue and Argosy believes it is Kitsap Transit creating the wake. He stated that they have not put in a claim or a request for funding and wants to try to get to the source. Clauson shared that Mayor Putaansuu's assessment was correct and if Kitsap Transit can identify, definitively that would be helpful in moving forward to resolve this issue. He stated that if Kitsap Transit can make modifications, they will lessen the effect, but if the source is not identified and it's a generic issue, Argosy would have to deal with it.

Commissioner Rolfes stated that she would like clarification that the consultant would be measuring the wake from the freighters, ferries and Argosy Cruises.

Executive Director Clauson shared that the Argosy boats are not out operating at the time. He stated that the consultant is not going to be specific to a particular vessel; they will be looking at all vessel traffic regardless if it's a tugboat, cruise ship, container ship or ferry.

Commissioner Rolfes asked if they aren't looking at the Argosy because they are done for the season.

Executive Director Clauson reiterated all traffic, so if there is an Argosy boat in the water that could be the problem, the consultant will be able to identify that as well.

**Mayor Putaansuu moved and Councilmember Moriwaki seconded the motion to adopt Resolution No. 24-61, acknowledging the Executive Director's approval of KT 24-897 Change Order 1, with concurrence of the Kitsap Transit Board of Commissioners Chair, in the amount of eighty-one thousand four hundred eighty-two dollars (\$81,482).**

**Motion passed with seven (7) yays, one (1) opposed (Mayor Erickson) and one (1) abstention (Councilmember Mockler).**

## **8. EXECUTIVE DIRECTOR ITEMS**

Executive Director Clauson updated the Board on the status of the ferry fleet and the unusually high number of maintenance issues with the vessels. He shared that the two primary vessels Kitsap Transit has for operating the Kingston and Southworth runs had a component that is normally a lifelong part, never needing replacement, that needed replacing. Marine Services Director, Ray Scott, originally thought there would be a long lead time to get the replacement parts but worked with the manufacturer and was able to get the parts much sooner than the expected one month wait. Clauson stated that the Admiral Pete had what was reported as an onboard fire but turned out to be a bearing or coupling between the engine and propeller that overheated. He shared that the Carlisle, Waterman, Rich Passage 1, Lady Swift and the Solano are all operating as normal.

Executive Director Clauson stated that the Admiral Pete was taken to Port Townsend where they lifted one engine out that was reported to have been on fire, replaced it with one of the spare engines and the boat was put back in the water. Kitsap Transit is waiting for the final part and is expected to be able to put the vessel back in service by the end of the week. Clauson shared that the Reliance engine had a head gasket problem that required Kitsap Transit to pull it out of service. This was the one spare vessel for the Bremerton operation that was moved into the Kingston operation while the other vessels were repaired. Clauson stated that the RP1 was in Kingston when the Reliance broke down, requiring Kitsap Transit to bring the RP1 back to Bremerton to operate that service. This caused Kitsap Transit to suspend operations on the Kingston runs. He shared that they were able to get the vessel into dry dock, repaired, and back into operation, restoring



the Kingston service as of last Sunday.

Executive Director Clauson continued, stating the Enetai is in dry dock, is in the process of being repaired, and expected to be back in operation by mid-September after it completes the sea trials and Coast Guard inspections. He shared that the Commander, sister to the Enetai, is going through the procurement policies to get that vessel into dry dock. Kitsap Transit is hoping to bring an award for the Board's action at the October meeting for the repairs to begin. Clauson stated that the Finest, one of the spares vessels, had a problem with one of the water jets and is in getting worked on now. Kitsap Transit is expected to have the vessel back into operation by mid-month. Clauson stated that ferry operations should be back to having adequate vessels to support the services by mid-month.

He added one other caveat. All the vessels must go in and meet the Coast Guard requirements for service. Most of the vessels will need to be dry docked and inspected within the next three to six months. Kitsap Transit is hopeful the spares will be available so that they are not in a situation where they will have to suspend services.

Executive Director Clauson stated that Commissioner Rolfes passed on comments that she received regarding the verbiage Kitsap Transit is using when communicating service issues to the community. He shared that they are looking at the language and, at best, they can give more information to the community when service is suspended.

Mayor Erickson shared that she would like to have chart of all the boats listing which boats go where and which boats are broken down. She stated that she would like to have a conversation about how many boats Kitsap Transit really needs to run the ferry operation and what that looks like from a Capital standpoint. She added that people expect Kitsap Transit to keep the boats running; they expect to go to their docks, catch the boat and don't care which boat it is. They want to get from point A to point B.

Commissioner Rolfes thanked Kitsap Transit for reconfiguring public communications regarding the Kingston service suspension. She shared that the public had been battered by the Washington State Ferries over the last five years and when Kitsap Transit released a statement that service was "suspended until further notice", the public became scared. She stated that Kitsap Transit released a second communication to the public stating they may have a boat up by Saturday and by mid-September service should be stable.

Commissioner Rolfes stated that the point made earlier about redundancy may be of some help with the work that was done approving Marine Services pre-ordering parts to be on-hand if needed for repairs.

Commissioner Rolfes shared that if an emergency came up, it would be a good idea to have an emergency back-up plan. She stated that Executive Director Clauson assured her that a plan is in place. She stated that the boat at the dock is smaller, is likely to sell out and passengers will not be able to take their bikes so giving the passengers information that they will be able to get to

Bainbridge terminal without having to connect two times is a real service.

Councilmember Stern stated that when a service communication goes out to the public, it would be helpful if the Board members were also notified to be up to speed on the services. He asked if there are any numbers of how many regular passengers were affected in Kingston when the service was suspended and what the average load is.

Executive Director Clauson shared that he can't give an average because the number of passengers fluctuates so much because of the specific times and commute hours. He stated that Kingston is third out of the three routes. Bremerton has the largest number of passengers with five to six trips daily that are at capacity. The Southworth boat, on rare occasions, carries more passengers on a single trip than any of the three trips combined, but these are isolated instances. Clauson shared that Bremerton is the busiest with the highest ridership, Southworth is second and Kingston would be third.

Councilmember Moriwaki stated that he uses an app called Ferry Friend and Washington State Department of Transportation to track the ferries in real time. He shared that he could see where the boat is and the expected departure. He suggested that Kitsap Transit could possibly develop something similar for its ferry service.

Executive Director Clauson shared that Kitsap Transit is moving in that direction with the new technology being installed on the buses, Automatic Vehicle Location (AVL), which is in the testing phase. In the future, this system will be installed on the vessels and they will be able to be tracked like the buses when they are in operation. Executive Director Clauson stated that he wanted to clarify that in Resolution 24-32, approved by the Board, vessel monitoring was indicated in the Capital Budget as a \$100,000 expenditure. He shared that, to be transparent, there are funds in the budget to cover the project but there wasn't a specific line item in the Capital Budget for this project.

Executive Director Clauson concluded stating that he will be at the National Transit Association meeting in Anaheim, California with Mayor Putaansuu and will not be in attendance for the October 1, 2024, Board meeting. He is asking the Board for direction on whether to cancel the October 1, 2024, meeting or if they would rather he cancel the trip to the conference.

Mayor Wheeler asked the Board members for an affirmative on cancelling the October 1, 2024, Board meeting.

Mayor Erickson asked Executive Director Clauson if there is anything critical that the Board would need to do during that period.

Executive Director Clauson stated that if there is an emergency that comes up, he has access to the Board Chair.

Board members present agreed to cancel the October 1, 2024, Board meeting.

## 9. STAFF RECOGNITION / PROGRESS REPORTS

### a. Recognizing Drivers of the Month for June and July 2024 (9:25am)

Routed Manager Kathryn Jordan announced the July 2024 Routed Driver of the Month, Rick Mendez who was awarded his first Driver of the Month award. He has been with Kitsap Transit since December 2021, has been awarded seven Way to Go Awards, one Co-Pilot Distinguished Driver Award, and has been on the Honor Roll eleven times. Rick earned his two-year Safe Driving Award in December 2023. His most memorable moment at Kitsap Transit was participating in the Kitsap Transit Rodeo. His Words of Wisdom to fellow drivers, "Stay positive, stay aware and just be friendly".

Routed Manager Jordan then recognized the June 2024 Routed Driver of the Month, David Clark, not present. This is his first Driver of the Month award. He has been with Kitsap Transit since September 2021, has been awarded four Way to Go's, been on the Honor Roll sixteen times, and earned his first-year Safe Driving Award in June 2023.

Routed Manager Jordan continued recognizing the Worker/Driver of the Month for June 2024, Brian Kingsbury, and the Worker/Driver of the Month for July 2024, Ronald Broga.

ACCESS Manager Jeff Vinecourt announced the June 2024 ACCESS Driver of the Month, Fenya Joy who was awarded her first Driver of the Month award. She has been with Kitsap Transit since May 2023, has been awarded two Way to Go Awards, has been on the Honor Roll one time and earned her first-year Safe Driving Award in May 2024. Her most memorable moment at Kitsap Transit was seeing a kid flying a parrot attached to a lead while riding a skateboard. Her Words of Wisdom to fellow drivers, "Take your time with maneuvers, map out areas ahead of time to understand your surroundings and always be aware!".

ACCESS Manager Vinecourt then announced the July 2024 ACCESS Driver of the Month, Carla Bradshaw, who was awarded her third Driver of the Month award. She has been with Kitsap Transit since May 2017 and has been awarded twelve Way to Go Awards, one Distinguished Driver Award, has been on the Honor Roll seven times, and earned her four-year Safe Driving Award in August 2023. Her most memorable moment at Kitsap Transit was when Daisy let her be her pretend sister. Her Words of Wisdom to fellow drivers, "Always tell on yourself; that way you won't get caught".

### b. Draft Financial Reports through July 2024

Executive Director Clauson shared that the Kitsap Transit Lobbyist, Dylan Doty, was in attendance to give the Legislative Report.

Legislative Lobbyist Dylan Doty summarized items as they're heading into fall and looking to set the legislative agenda for the 2025 session.

- Democrat majorities aren't going to change much, which could be important for bond votes if they get to the 60 percent threshold for seats held.
- Locally, there will be some upheaval after the election with the Congressional race.
- Initiative 2117, Climate Commitment Act (CCA), will be determined in November. If it passes and the CCA goes away, a significant amount of funding will be lost for Transit Public Transportation. If CCA is lost, Washington State Transit Association (WSTA) will be focusing predominantly on funding to make sure there is backfill.
- In the Governor's race, assuming Bob Ferguson wins, he is talking about elevating the Director of the State Ferries to be reporting directly to the Governor's office. This could potentially be beneficial in terms of policy items.
- Biennial Budget Cycle is coming back. Anticipate that there will be some sort of Board Governance Bill coming forward.
- Regardless of what happens with the CCA, there will be revenue discussions going on in the transportation arena. For example, Retail Delivery fee discussions have been proposed.

Heading into the 2025 Session, Doty asked for Board input identifying anything moving forward.

Mayor Erickson stated that they have been looking at the idea of having a surcharge on licenses for delivery vehicles rather than the delivery fee. She asked where the revenue from this would be directed towards and was hoping that it would be put towards the Transportation Improvement Board or directly to the cities. She shared that neighborhood streets are getting beat up from all the delivery trucks and there is no funding for maintenance and repairs.

Dylan Doty stated that two states have done this: Minnesota and Colorado. He shared that it is a new process and that the legislature would have to determine how they want that revenue spent. He stated that they need to keep an eye on weight fees rather than targeting retail delivery or a particular industry.

Mayor Erickson asked if Mr. Doty has heard anything about what the Budget would look like if the initiative passes.

Dylan Doty shared that when talking about new revenue, everything is up in the air; there is no real prediction. He stated that if past sessions have been an indication, the chairs in the House and Senate Transportation Committee have not always been on the same page at the outset. Structurally, just about everything is going to be on the table, especially if the CCA goes away.

Councilmember Stern stated that the Senate Transportation Committee will be conducting a general meeting in Bremerton on September 17, 2024. He asked if there would be any input necessary at that meeting or if it is a general, high-level issues meeting.

Dylan Doty stated that he has sat in on a couple of these briefings; recently, the topic was on maintenance and preservation of Washington's system, roads and bridges on that side of the ledger. He shared that on the transit side of the ledger, the unknown is still the CCA. Kitsap Transit is set to receive \$4 million for the hydrofoil; that is contingent upon the passage of I2117, as is

the inductive charging money. He stated that a lot of other individual capital appropriations are not tied to the CCA. He shared that he wouldn't highlight anything specific to Kitsap Transit in the meeting.

Commissioner Rolfes stated that it doesn't seem worth having the legislative conversation until they know if the CCA Initiative passes. She asked Dylan Doty if the Kids Ride Free comes from the CCA money and if that will be impacted.

Dylan Doty shared that if the CCA goes away, then that would be impacted because a lot of the backfill money was coming from there. This doesn't just hit Capital, it hits Operations too.

Executive Director Clauson stated that is a local decision. To be able to receive the CCA funding, the Board needed to take action to eliminate the fares for youth. He shared that they are not necessarily tied together and it will be the Board's decision as to how they want to move forward if the initiative is successful.

Dylan Doty stated that to access that money, it was a prerequisite. So, if the funding goes away, keeping this policy will be a decision for this Board.

Mayor Wheeler shared that the Board would meet two weeks later and will know the results of the initiative. He stated that might be something the Board sets aside for Dylan and how they want to word it, adding that this might be a crisis that they need to address. He requested that Dylan gather any information that might help with their decisions that will need to be made. He shared that communication was brought up and that they will need to be ready to communicate at a level that they haven't done before.

Dylan Doty shared that there are always some unknowns in an election year like this, where everything is up, statewide. This initiative has added a new layer to it, as well as the other three initiatives that could impact state funding.

- c. Draft Financial Reports through July 2024
- d. Capital Work in Progress August 2024
- e. Fuel Costs Report through the end of August 2024
- f. System Performance Report
- g. Goals Progress Report

Remaining Progress Reports stand as presented.

## **10. PUBLIC COMMENTS**

No public comments.

## **11. FOR THE GOOD OF THE ORDER:**

Councilmember Mockler thanked Kitsap Transit for planning to publish the benefits of the CCA and send that out to the community at large. Simply stating the facts of here is what we get and here is what would happen.

Councilmember Mockler stated that Bremerton has not gotten Dial-a-Ride except on Sunday. She asked how much would it cost to institute Dial-a-Ride in the City of Bremerton and whether there was any other Board member that would like to have that figure before us.

Mayor Wheeler stated that if it means losing fixed routes and substituting them with Dial-a-Ride, that would be a heavier discussion that they shouldn't just start now. He shared that it is about the economics of the whole operation.

Councilmember Mockler asked if that was what happened in Bainbridge Island, that fixed routes were eliminated when Dial-a-Ride was brought in. She shared that it would be good to know what the cost would be.

Mayor Wheeler stated that they must look at every jurisdiction. In certain circumstances, Dial-a-Ride could be introduced in other parts where there is nothing currently, especially if a fixed route is inappropriate. He shared that Dial-a-Ride is better than nothing, but fixed route is better. Mayor Wheeler stated that a more robust round table discussion with input from the Executive Director is needed and could be done at the next Board Work Study meeting.

Mayor Putaansuu stated that what is being alluded to is typically the incubator service and involves union contracts and they cannot compete. When there are enough rides in an area, then Kitsap Transit would add fixed route service. Mayor Putaansuu shared that Kitsap Transit cannot and should not operate both services in the same area.

Councilmember Mockler stated that Executive Director Clauson has frequently mentioned that the use of Dial-a-Ride indicates to Kitsap Transit where future fixed routes might best go. She shared that she is not suggesting that this should replace fixed routes but that Bremerton is the densest city on the Kitsap Peninsula, the most populous city, and a good place to have fixed routes. She stated that this is the only mechanism that she has heard of for establishing where new fixed routes might best go. Right now, what Bremerton has is a lot of people, using a lot of cars. Roads are getting beaten up and to move Kitsap Transit from a strongly commuter-focused entity to one that can replace single occupancy vehicles would be a real boon. She added that it would get Kitsap Transit an award in the world of reducing their carbon footprint and living more lightly on the land.

Commissioner Rolfes stated that the last time the Board had this conversation it was decided to have a work session on the current Dial-a-Ride program. The work session would include where it is now, how it is paid for, ridership numbers, expanding to Bremerton, and whether the transit planner has other ideas of where the next best place to deploy it might be. She shared that she didn't remember if that conversation had taken place or not.

Executive Director Clauson shared that there was a high-level discussion on Dial-a-Ride and that Bainbridge Island does not have both services. They either have fixed route or they have Dial-a-Ride. He stated that during the commute hours they have the fixed route. During the middle of the day, other than the trunk route that runs from Winslow to Poulsbo, the Island is served by Demand Responsive, or the BI Ride. Clauson shared that staff would provide the Board with the ACCESS cost per hour. That will give them a good indication of how much it costs per hour to be able to make their determination. He reminded them that staff and the Board had the discussion at a Board Work Study meeting.

Mayor Wheeler shared that the Board works together, looking at transit as an entire system that serves all. The Board needs to set aside time to get a budget for research and development for these types of pilot programs and use them to gauge interest and where demand might be, from a systemwide perspective; the facts, data, and information to determine where they might allocate the transit dollars to do this. He shared that they would need to factor in where the density is, currently and projected, where they are not serving individuals at all and where service can be increased. He stated that this is going to take money and they need to keep that in mind. He asked when the Budget meetings begin.

Executive Director Clauson shared that the one-on-one meetings are scheduled. He stated that because of the initiative, Kitsap Transit is preparing two budgets. One is for if the initiative fails and the other is if the initiative is successful. This year, the budget will be presented to the Board in December rather than November because of the initiative and not knowing the outcome.

Mayor Wheeler stated that the Board will pick this up at another time. He shared his goal is not to have the Board and jurisdictions pitted against each other and continue to do what they already do well and that is working together.

Councilmember Mockler asked for clarification that there was a high-level discussion on Dial-a-Ride and if the information could be forwarded to the Board.

Executive Director Clauson stated that he would forward the Work Study minutes to the Board members.

**12. ADJOURN:** At 10:20 AM, Chairperson Wheeler adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 15th day of October, 2024.

Signed by:  
  
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Greg Wheeler, Chairperson

Attest:

DocuSigned by:

*Jackie Bidon*

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Jackie Bidon, Clerk of the Board