

KITSAP TRANSIT BOARD OF COMMISSIONERS
MEETING MINUTES
JANUARY 18, 2011

Board of Commissioners Present:

Bauer, Steve, Kitsap County Commissioner
Brackett, Kim, Proxy for Mayor, City of Bainbridge Island
Coppola, Lary, Mayor, City of Port Orchard, **Vice-Chair**
Erickson, Becky, Mayor, City of Poulsbo
Fuller, Mark, proxy for John Witte, Teamsters Local 589, *non-voting member*
Garrido, Charlotte, Kitsap County Commissioner
Lent, Patty, Mayor, City of Bremerton
Maupin, Will, Bremerton City Councilmember, **Chair**

Board of Commissioners Absent:

Brown, Josh, Kitsap County Commissioner

Staff Present:

Cartwright, Jeff, Human Resources Director
Clark-Getzin, Wendy, Capital Development Director
Clauson, John, Service Development Director
DeMers, Marianne, Human Resources Analyst
Ingham, Jennifer, December KT Driver of the Month for Routed
Boyce, Charles, 2010 KT Driver of the Year for Routed
Peterson, Ray, December KT Driver of the Month for *ACCESS*
Thimgan, Matt, 2010 KT Driver of the Year for *ACCESS*
Freer, Jack, Routed Operations Manager
Gustafson, Ellen, Operations Director
Hayes, Richard, M., Executive Director
Knox-Browning, Cathie, Clerk of the Board
Sieckowski, Keri, Human Resources Analyst
Seymore, Hayward, Vehicle & Facilities Maintenance Director
Shinners, Paul, Finance Director
Templeton, Ron, General Counsel
Thomson, Gayle, Deputy Clerk

Visitors Present:

Chaussee, Teri,
Downs, Sue, Interpreter for Mr. Roach
Friedrich, Ed, Kitsap Sun
Osborne, Phil, Golder Associates
Roach, Robert, KT Citizens' Advisory Committee

Silverwolf, Arissa
Silverwolf, Dani

1. CALL TO ORDER: Vice-Chairperson Maupin called the regular meeting of the Kitsap Transit Board of Commissioners to order at 9:50 a.m. He then turned the meeting over to Mr. Hayes.

Mr. Hayes said he wished to announce his retirement, effective about a year from now. Mr. Hayes said he will be 69 in February and his wife is not particularly well. He also said he has a list of boats to build and grandchildren to spoil with more enthusiasm. Mr. Hayes said Kitsap Transit is at a change point and a choice point, and that the person charged with implementing any long-range plan that emerges should be the person who helps the board develop that plan. He said it is a good time for him and for the agency to make this change. Mr. Hayes said the budget is balanced for probably the next few years, so the new director will not enter an agency in Kosovo crisis mode. Mr. Hayes said there is time to plan and time to go forward. He said he had planned to work a couple more years, but this is the best time. Mr. Hayes said he wanted to thank this board and the many collections of board members in the last 28 or 29 years. He said he tried to count all the board members during that time and got up to about 55 or 60 and decided it would be best to start by thanking all the board members from the frantic starting years of 1982 and 1983 and on through the present. Mr. Hayes said he has had a lot of fun, and then noted that while he is normally one for long speeches, this is not the time for that.

Vice-Chairperson Maupin said Kitsap Transit and Dick Hayes are synonymous in Kitsap County. He said it is somehow fitting that Mr. Hayes is retiring on the same day Regis Philbin announced his retirement. Vice-Chair Maupin said Mr. Hayes is the only executive director this transit agency has ever had but that he obviously cannot go on forever. On behalf of the board, Vice-Chairman Maupin said he wanted to thank Mr. Hayes for his service and that the board looks forward to working with him through the next year to recruit the new executive director and make a smooth transition.

2. ELECTION OF OFFICERS FOR 2011

Vice-Chair Maupin opened nominations for chair at 9:53 a.m.

Commissioner Coppola nominated Vice-Chair Maupin , and Commissioner Lent seconded that motion. Vice-Chair Maupin called for other nominations. Seeing none, he closed the nominations at 9:53 a.m. Vice-Chair Maupin called for those in favor of the motion. All voted yes. Vice-Chair Maupin called for those opposed to the motion. There were none.

Chairperson Maupin thanked the board members for their votes.

At this point, Chairperson Maupin opened the nominations for vice-chair

Commissioner Bauer said that during the time he has been involved in transit, there has been a tradition of alternating between the cities and the county for officers. He said he believes that is a good practice for variety of reasons and that, under normal circumstances, that practice ought to continue. But, Commissioner Bauer noted that Commissioner Brown has already been chair

of the transit board twice, that he had just announced his resignation a week ago and that Commissioner Garrido has a full plate of other obligations, so he said it would make a lot of sense this year to move away from that tradition.

Commissioner Bauer nominated Commissioner Coppola as Vice-Chair, and Commissioner Brackett seconded that motion. Chairperson Maupin called for other nominations. Seeing none, he closed the nominations at 9:55 a.m. Chairperson Maupin called for those in favor of the motion. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.

Chairperson Maupin thanked Commissioner Coppola for being willing to take on the job of vice chair during what will be a very busy year for transit and he said he looked forward to working with Vice-Chair Coppola.

Vice-Chair Coppola said he did as well.

3. CHAIRPERSON'S COMMENTS / DISCUSSION:

- a. Recognizing the December 2010 Drivers of the Month in Routed and *ACCESS* and the 2010 Drivers of the Year in Routed and *ACCESS*

Chairperson Maupin invited Mr. Freer to the microphone.

Mr. Freer introduced the December *ACCESS* Driver of the Month (DOM); Mr. Peterson. He said that when asked for his most memorable moments at KT, Mr. Peterson said the most recent one occurred this past November during the ice storm when he parked his van in a driveway to pick up a customer and noticed it was sliding down the driveway as he was knocking on the door. Mr. Freer said that Mr. Peterson loves sports and although the Giants were his first love, he now is also a Mariners fan. Mr. Peterson also enjoys going into Seattle, to Pike Place market and football games, Mr. Freer said. He also said Mr. Peterson does not see his job as a job, but rather as an honor as he loves serving the people he transports for *ACCESS*. In terms of his bucket list, Mr. Freer said that includes going to New York, riding in a hot air balloon, taking a cruise and winning the lottery.

Applause followed these remarks.

Mr. Peterson said he wanted to confirm what Mr. Freer said, that he really enjoys his job and is very much a people person. He said he looks forward to going to work every day and enjoys the people he works for. Mr. Peterson said there is good camaraderie among the drivers but even more important are the passengers. He said he believes that if you really enjoy what you are doing, that makes every day a good thing, and he said he does. Mr. Peterson also said he was happy to be chosen for this award.

Applause followed these remarks.

Mr. Freer then introduced Jennifer Ingham, who came to work for KT in 1984 as a Routed driver and he said that this is her first time as DOM. He said one of Ms. Ingham's suggestions to fellow operations is to keep a positive attitude and treat passengers like they are your family members.

Mr. Freer said that Ms. Ingham enjoys cooking, camping and travelling and that when she retires, she would like to take up quilting and embroidery.

Applause followed these remarks.

Ms. Ingham thanked the board.

Applause followed these remarks.

Mr. Freer said the 2010 Driver of the Year (DOY) in *ACCESS*; Mr. Thimgan, is no stranger to the KT Board, is No. 1 on the seniority list in *ACCESS* and began working for the agency part-time 19 years ago. That turned into a full-time job for Mr. Thimgan, Mr. Freer said. He also noted that Mr. Thimgan's mom recently battled breast cancer and that her son helped her through that and that she and other family members were invited to see her son receive this award last month.

Applause followed these remarks.

Mr. Thimgan thanked the board for this recognition. He said *ACCESS* has a lot of great drivers who also deserve this, and that the he could not have been in this spot without the *ACCESS* staff. Mr. Thimgan said it is all about the great special people we transport. He also said the question about what he would do when he retires gave him some ideas but that he considers himself too young yet to think about that.

Applause followed these remarks.

Mr. Freer said the 2010 Routed DOY, Mr. Boyce, was out driving the bus and that when he was offered a relief driver, he said he would rather do his job and that he gets nervous facing the board. Mr. Freer said he wanted to take a moment to express his appreciation for the job Mr. Boyce does so well. Like many of KT's other drivers, Mr. Boyce comes to work on time, provides customer service and are people you can rely on. Mr. Freer said that while he could not convince Mr. Boyce to come to the meeting to get the accolades he deserved, he would ask the crowd to provide Mr. Boyce with a round of applause in absentia.

Applause followed these remarks.

Chairperson Maupin said he wanted to thank and congratulate all the drivers presented today. He said his 98-year-old mother-in-law uses *ACCESS* and while she is quite a handful, driving her family nuts with worrying about the details of her trips, she also tries to drive the drivers crazy asking if they remember the address where she is going and what time to pick her up. He said he appreciates the patience and the caring of the *ACCESS* drivers who take care of her.

b. At-large board member for 2011-2012

Chairperson Maupin said there was a change in the board's by-laws to include an at-large member from one of the other three city councils instead of a second member of the Bremerton city council, but there is not a formal process to get input from all the cities. He said he has received input from Bainbridge Island, but that he would also like official recommendations from Poulsbo

and Port Orchard. Chairperson Maupin asked for that in the next week or so, so he could take a look at the applications and select someone before the next board meeting.

Commissioner Coppola said there are two members of the Port Orchard City Council who have expressed interest.

Chairperson Maupin asked him to email those so he has something on the record. He also noted that the board was currently short one member, as the at-large member would be the ninth voting member.

c. Reports from/Discussion of Board Sub-Committees

Chairperson Maupin said there have been no meetings recently of the two sub-committees; one for planning and another for finance and personnel.

Commissioner Bauer asked what the process is for filling the vacancy on the board and he said he assumed that would be a decision made by the full board.

Ms. Knox-Browning said the by-laws indicate that the board chair makes that choice.

Chairperson Maupin said the by-laws revision sub-committee had a discussion about that and decided it would be best if the chair reviewed applications and selected the at-large member, instead of the entire board. He said that could bring up issues of politics.

Commissioner Erickson said the by-laws sub-committee had a lengthy discussion about this and decided the choice would fall to the chair for a whole series of reasons. She also said she would submit a recommendation for a member of the Poulsbo City Council to the chair.

Chairperson Maupin asked who the chair of the Personnel and Finance sub-committee is?

Mr. Hayes said the sub-committees do not have chairs.

Chairperson Maupin said that is one of the things the sub-committees will need to do; elect a chair. He said the sub-committees on the Bremerton council get together and each selects a chair from among their members, and that seems to work well. Chairperson Maupin said he will work on getting the sub-committees up and running, and meeting, in the next couple of weeks.

Chairperson Maupin said he was looking forward to the next item on the agenda; the report on the cross-sound passenger-only ferry vessel.

d. Presentation on status of Cross-Sound Passenger-Only Ferry vessel

Mr. Hayes introduced Mr. Osborne as this project's chief scientist, and said Mr. Osborne is with the firm Golder and Associates, an international consulting firm. Mr. Hayes said the background of this project starts with work nearly ten years ago as a Rich Passage research project. He said this remains a research project and that this fact is important to keep in mind as this work is not a commitment to a passenger-only ferry (POF) plan or to running POF service. Mr. Hayes said the

commitment here is to prove there is a boat that can operate in Rich Passage without causing damage. He said the board has limited this project to this focus, in previous decisions, because there was funding for the research but no money to operate POF service, especially no local funds. Mr. Hayes said this project has the commitment of key federal officials to follow it through to the end of this study and boat testing. He said the board's limited commitment also sprang from the fact that there could be no POF plan if there wasn't a boat that could meet the specifications of the Bremerton-Seattle trip. That is the limit of the agency's mandate, he said. Finishing the research project carries through to the environmental process on the research and improvements to the terminal, but not on an entire POF plan or POF service package. He said these are important to remember as Mr. Osborne goes through this fascinating process.

Mr. Osborne projected on the wall of the chamber a report entitled Rich Passage 1 Test Program *[and attached and the end of these minutes]* He said he will today discuss the series of test programs designed to evaluate the research vessel called the Rich Passage 1 or RP1, a 23.5 meter foil-assisted catamaran, with adjustable hydrofoils and interceptor systems to allow the vessel to operate in an optimized wake mode. Mr. Osborne said the boat has been under construction for several years now and that currently repairs are being made to the composite hydrofoil. He said the RP1 is expected to be back in the water in late March or early April for resumption of the test programs.

Mr. Osborne said the first slide after the cover page shows the progression of the study from conceptual to the completed vessel and then the next slide, called Test Program Objectives and Elements provides an overview of the research program. He said the program's goals are a scientific understanding of the impacts associated with wakes on the environmentally sensitive areas on the Bremerton-Seattle ferry route and to evaluate the potential for operating a fast ferry along this route. Mr. Osborne said the program involved an extensive amount of numerical modeling and then an extensive amount of data collection to validate those models. He said the next goal is to reach closure of that process by using the RP1 to validate it.

He noted the test program has several objectives as well as several elements. The study first needs to confirm the vessel is operating to its specifications, is mechanically sound and meets the criteria the research program established over a number of years of study on the types of wakes and patterns of wakes to which the shoreline can be exposed. The final item is confirming that the beach response to vessel operation over a period of time of frequent operations in Rich Passage is within acceptable limits.

Mr. Osborne said the various elements of the test programs include a series of trials and test, starting with sea trials, followed by fairly vigorous wake acceptance tests, an iterative set of post-acceptance tests that will be conducted in Rich Passage and then the beach response operations testing.

Mr. Osborne said sea trials are a two- to three-day set of tests which the team plans to perform in Bellingham Bay after the vessel is launched and the U.S. Coast Guard has completed its certificates of inspection. He referred to the slide titled "Sea Trials-Purpose and Objectives" and said these trials would confirm the mechanical and safe operation of the vessel; that all the components of the vessel are completed satisfactorily and that it operates as expected for speed, noise and particularly that the trim-control system on the vessel is performing functionally. During that, he said a number of measurements will be done on the vessel, using a hull- and foil-monitory system installed on the vessel that allows for the collection of very detailed data and

information to diagnose the performance of the vessel.

Following the initial sea trials and the acceptance of the boat from that perspective, Mr. Osborne said the plan is to bring the boat closer to home and conduct a fairly lengthy set of wake acceptance tests. He referred to the slide titled "Wake Acceptance Tests-Purpose and Objectives" and said this will determine whether the vessel meets the wake criteria established by the research program. Mr. Osborne said part of the design and optimization of the vessel involved the development and application of a series of computational fluid dynamics computer models and these test are designed to provide data to validate those tools. He said the tests will be performed iteratively, and, as they progress, data will be collected to optimize and tune the trim-control system on the boat so the expected wake performance can gradually be achieved. Finally, these tests will provide the data needed to set up the beach response testing in 2012, Mr. Osborne said. He said the approach will include a series of deep-water tests in an environment with conditions similar to those on the Bremerton-Seattle ferry route. There will also be a number of repeat tests to insure the data is statistically reliable.

Mr. Osborne said the vessel will go through a full range of operating conditions, varying the load, trim, speed, foil angles and interceptor settings and that 450 test runs are planned. The next slide was a map showing the location of the wake acceptance tests, which Mr. Osborne identified as just east of Bremerton and west of Rich Passage near Illahee State Park. He identified the vertical line on the slide as the sailing line with four wave-points, with wave points B through D being the test area and he identified the WG1 and WG2 markings as wave gauges for measuring the wake properties and detail. He said a tide-gauge will also be deployed to bracket water levels.

Mr. Osborne said all the measurements will be conducted using a fairly sophisticated set of wave buoys, pointing to a photo and drawing of this device displayed on the slide titled "Wave and Current Measurements." He said these will provide full amplitude of the water's surface as well as directional data regarding wake propagation in order to fully resolve not only the issue of wake propagation but also the exact position and location of the gauges at all points in time relative to the position of the vessel. He said also measured will be currents and times.

He then referred to the next slide, the trial matrix for the wake acceptance tests, and said this showed the array of tests the vessel will undergo, through a series of speeds from about ten knots to the maximum speed of the vessel, which is 40 knots. Also tested will be a series of different displacements from foil angles and the different conditions will be repeated six times.

Mr. Osborne said that after the trial and testing to confirm the wake performance of the vessel, the next step is to look at how the ferry performs along the ferry route and to introduce the boat to the waterfront property owners along the ferry route. He said this is an important initial series of tests, as the ferry route involves a number of corners and curves. This will examine how the boat performs as it goes through those cornering maneuvers, with acceleration and deceleration.

Mr. Osborne said that it is known from past studies in Rich Passage that there are a number of hot spots where wakes become amplified, and this will focus on those. There will also be frequent communication with property owners. He said this set of tests will be conducted intermittently over three to four months, following the wake acceptance.

The final series of tests, in 2012, are the beach response tests, he said, referring then to the next

slide, titled Beach Response-Trial Operations Testing-Objectives and Study Elements. Mr. Osborne said this is where a trial operation will be simulated over four to six months, and the important thing here is that the effort will have gotten to the point where it can now quantify and affirm, from a scientific basis, the impacts associated with long-term, frequent vessel operations. He said these will also gauge the operating feasibility of the vessel through the passage. Mr. Osborne said the team will be developing a vessel operations plan and plan to conduct wave and current measurements, as in the past, and also continue to collect vessel position and operations data from the hull and foil monitoring systems, make extensive beach observations and continue the beach profile monitoring. He noted that the research team has collected a large baseline over the last five years and will compare with that, in addition to making detailed measurements of the response of the beach in terms of the movement of gravel. Finally, Mr. Osborne said those changes will be mapped using laser scanning.

Turning then to the slide titled Vessel Operations Plan, Mr. Osborne said the team will here be collecting a lot of operations data from the boat, including speed information, interceptor settings and the loading so that the team understands how the boat responds to those changes in loading as it travels the ferry route. He said fuel efficiency, fuel consumption and emissions, including noise both on the vessel and from the shoreline will also be monitored. Mr. Osborne said the research team plans to operate the boat on a regular schedule to capture the performance of the boat as tidal elevations and seasonal changes occur in the passage, and he said the current plan is to run the vessel for eight round-trips per day.

Mr. Osborne said his final slide, the RP 1 Testing Schedule, shows the proposed schedule for the test program and that the vessel is expected back in the water in April. He said the sea trials will be run in the latter part of April and early May, that the wake acceptance tests will take about a month, from mid-May to mid-June, followed by a period of analysis and evaluation of that data. The post-acceptance testing would then commence and go through the end of September of this year. Then, next year, in May of 2012, the beach response testing will begin.

Commissioner Lent asked what type of fuel the RP1 will use?

Mr. Osborne said it would use low-sulphur diesel fuel.

Mr. Hayes another part of this plan involves placing fuel tanks underneath the bottom parking floor of the Bremerton Transportation Center, so the ferry would use whatever fuel the buses use, which he said at this point is ultra low sulphur diesel fuel. Mr. Hayes said KT has used biodiesel fuel off and on, but that it has become expensive now and in addition to the big flap about corn feed-stocks for fuel rather than food, the agency is not now using biodiesel. He also said there has been a lot of research into a variety of different types of biofuel, including one that is algae-based. Mr. Hayes said he believes that at some point KT will move to biodiesel, when it looks like the best idea. But, he said diesel fuel is needed for the power it affords.

Chairperson Maupin called for questions from the board.

Commissioner Erickson asked where the research effort is on the foil?

Mr. Hayes said that as people know, the foil fell off during the third day of preliminary testing. And, as at that point, the vessel was still the builders' boat, it was not the financial catastrophe it could have been. Nonetheless, analyzing how the foil fell off led KT to investing in a forensic

science process to look at the forces acting on the foil, using computational fluid dynamics. Mr. Hayes said that since then the builder has funded a redesign of the guts of the foil, by the builder's designer. He said this has yielded a substantially stronger foil, as the redesign looked, in more detail, at the forces at play. Following that, there was some finite element analysis of the structure of foil, to make sure it matched up to the forces involved. Mr. Hayes said he believes there will be agreement on the structure of the foil in about three weeks, and he asked Mr. Osborne to also comment on this. Mr. Hayes said the foil builder, who, among other things, has built an Americas Cup composite vessel, will then build the composite foil and install it on the prototype ferry. That will allow the boat to be ready to go back into the water by the end of March or early April, he said. Mr. Hayes said he is significantly more confident now in the structure of the foil.

Commissioner Erickson asked if the foil will still be a composite structure?

Mr. Hayes said yes. He said the foil will continue also to be adjustable. He added that the failure was not a concept issue but was more of a materials and design issue.

Commissioner Erickson said she had some other operational questions about the boat.

Chairperson Maupin said he wanted to make a few comments about the foil before leaving that topic. He said it is kind of unfortunate the board did not get the same presentation as at the Marine Transportation Association of Kitsap (MTAK) where the builder came and showed pictures of the foil. He said the foil is basically fiberglass and carbon-fiber, and the foil is put together like a fiberglass structure. Chairperson Maupin said millions of cars, boats and other items use this. Also, as Mr. Hayes mentioned, the Americas Cup boats use foils, he said. Chairperson Maupin said this is not outside the bounds of what has been done with other vessels, and he said the pictures of how the foil failed were interesting.

Commissioner Erickson said her second question is about the nature of the cat engines. She said she is interested in the trial matrix, showing bringing the vessel up to speed and measuring items such as fuel consumption. She said KT needs to know how much the boat is going to cost to run. She asked if all those parameters would be measured and reported to the board?

Mr. Osborne said yes. He said the vessel is powered by four Caterpillar C-18 marine engines and that those will be monitored, both electronically and manually, for the fuel consumption associated with different engine outputs during the trials and tests. Mr. Osborne said that will be recorded along with all the other performance data, which includes speed, heading, trim and displacement of the vessel while it is running. He said there will be a very full and detailed data set providing information on the vessel's performance.

Mr. Hayes said there will be two standard foil settings; one will be the low wake foil setting and then once out of Rich Passage, the vessel will drop its speed to 28-29 knots and move the foils and interceptors to low fuel consumption settings. He said part of the trials is to figure out the best setting for fuel consumption at that speed.

Commissioner Erickson said that would also depend on the weather.

Mr. Hayes said yes.

Commissioner Erickson said her final question is who at KT, after all this data is produced, will translate that into an operational plan?

Mr. Hayes said that has been what he and consultant Carla Sawyer have been working on for some time.

Commissioner Brackett asked at what point does the builder's boat become KT's boat? At what point does KT assume full ownership and therefore liability, she asked?

Mr. Hayes said that will come after the sea trials and acceptance stage.

Mr. Osborne said the specifications and the contract indicate the final point is the wake acceptance. He said that will occur that after sea trials confirm the operational soundness and wake acceptance tests confirm the vessel is performing to the specifications, which include specifications about wake properties.

Commissioner Brackett asked if that means KT takes ownership of the ferry before the beach trials?

Mr. Hayes said yes.

Commissioner Brackett asked what kind of warranties there are on the prototype?

Mr. Hayes said there are warranties of the various pieces and parts, and that the particularly valuable one relates to the engine. He said he can make list of the warranties and provide it to the board. He said there is a general one-year warranty.

Commissioner Erickson said she understands that the contract for construction of the boat includes the boat meeting certain parameters for wake and performance testing.

Mr. Osborne said yes.

Commissioner Erickson asked why then is KT taking ownership of the boat before the tests are completed?

Mr. Hayes said KT will know, after the tests near Illahee, if it meets the objective wake standards, based on straight runs. He said the next phase is only to apply that to the actual geography of Rich Passage, particularly the underwater geography, and he said KT cannot make the builder responsible for the underwater geography.

Commissioner Erickson said that makes sense, but she just wanted to make sure a series of tests will occur before KT assumes ownership.

Chairperson Maupin asked who will own the boat?

Mr. Hayes said KT will, at that point. He also reminded the board that this study is entirely funded with federal dollars.

Chairperson Maupin said he thought MTAK was involved in the ownership.

Mr. Hayes said MTAK is advising KT. He said that if KT is not able to follow through and do anything else with the prototype, the boat would become available to other federal funds recipients doing this same kind of work, as KT could not charge for what it bought with federal funds.

Chairperson Maupin called for other questions or comments on the presentation. There were none.

4. CITIZENS' ADVISORY COMMITTEE ISSUES

Mr. Clauson said there were none.

At this point, Commissioner Brackett said it has been reported that the first meeting of the Employee Benefit Committee has occurred and she asked when the board would receive a briefing on that?

She said she would like that to be part of the regular reporting to the board.

5. PUBLIC COMMENT: Chairperson Maupin called for public comment.

Ms. Chaussee introduced herself as a nine-year Routed driver for KT. She passed out several objects to board members at this time; a paper F transfer, a penny and a small piece of cork, and on the back of the transfer was printed the following: Loss of Revenue and Invalidates Automatic Passenger Counters. Ms. Chaussee asked who rides the bus? Commissioner Brackett raised her hand, along with Ms. Knox-Browning. Ms. Chaussee said she has been riding the bus, in a special seat up front, for nine years and 40 hours a week. She said she wanted to talk about transfers and loss of revenues. She said the Automatic Passenger Counters will show an invalid count number-wise. Ms. Chaussee said she wanted to talk about marketing. At five dollars a gallon for fuel, who will ride, she asked. Ms. Chaussee said what KT needs to do is market vanpools and get back the ridership lost to Metro. She said this can be done cheaply with flyers and handbills and does not have to have a contracted salesperson. Ms. Chaussee said vanpools are cheaper than buying a bus and that KT needs to market not only with handouts and posters but also on the website. She said she has looked at KT's competitors, including Metro, and that she watches the vanpools out of the park and rides. Ms. Chaussee said she has asked managers three different times to pull down Metro signs in KT shelters and that she also sees flyers for Metro at her gym. This is Kitsap County and we need to keep Kitsap money here, she said. Ms. Chaussee said she has heard KT would not be able to take care of the van on the other side, but that she believes KT could, even if it meant taking a driver and van over there and exchanging it. KT is losing a lot of money, she said.

Ms. Silverwolf, who identified herself as a regular rider of KT *ACCESS*, said that *ACCESS* seems to have changed its rules. She said what *ACCESS* is forcing her to do does not work with our disabling conditions. Ms. Silverwolf said she knows she should not have to go into what those conditions are but that in this case, that might help people to understand the problem and she said that she is not the only one dealing with these issues. She said she suffers from severe rheumatoid-type arthritis, fibromyalgia and other issues that make going out in the cold and wet

weather difficult and which can result in the inability to walk. She said that in last few months, her condition has worsened and that she now requires the lift as she cannot do multiple stairs to get on and off the bus. Ms. Silverwolf said that when she has ridden the Routed bus, the bus she was transferring to left without her, and she had to wait in the cold and wet for nearly an hour, despite the driver calling ahead to request the three-minute window. She said the driver of the bus she was transferring to could see her bus pulling in. She said that when she called KT, they did not send a supervisor and the bus did not return. Ms. Silverwolf said that by the time she got home, she was in severe pain and could barely walk, and then was in flare for several days after. This is why I ride *ACCESS*, she said. Ms. Silverwolf said she also was told that the courtesy call she receives from *ACCESS* to notify her when the bus on its way is all *ACCESS* needs to do before picking us up. She said she was told the driver does not need to come to door as she can check on her own, but that this is a problem for her. She said that in the two places that she travels to and from most frequently, her home and her daughter's school, she cannot see the bus without going down some stairs and outside. She said that at her home, the bus stops and puts its lift down on the other side of her garage in her alley in an area she cannot see from inside her house. Ms. Silverwolf said that one time, despite the fact she was checking, she was not aware the bus had arrived and so she got a "no-show" and was blamed for not being out there. She said that when she takes her disabled daughter to and from school, because the school office has no windows that look out on the street or the entrance gate, checking for the bus requires going back and forth outside and up and down stairs or a long ramp that is cold wet and sometimes slippery. She said she was also marked as a "no-show" at the school despite checking for the bus and even having students check for her. Ms. Silverwolf said that when she called *ACCESS* customer service and explained that the reason she rides the service is because she cannot be out in the bad weather due to disabilities, she was told that it isn't that hard to go out and check. She said that it was also suggested to her that her daughter could check for her, but Ms. Silverwolf said that would subject her daughter to the same impact because she has the childhood version of the same disabling conditions. Ms. Silverwolf said she takes her daughter to school because she cannot ride the Routed bus for the same reasons she described for herself earlier. Ms. Silverwolf said *ACCESS* refused to hear what she had to say and did not fix the problem. She said she was told that because she gets a phone call, the *ACCESS* bus does not have to wait the full five minutes for she and her daughter. Ms. Silverwolf said the phone call is important and does help but *ACCESS* is not accommodating her disability. She said that if she has to, she will contact the Northwest Justice Project, where she received help previously, but that she would rather not. Ms. Silverwolf said she is aware of the financial hardships right now because of budget issues, but she said that should not impact the way that appropriate accommodations for services are handled. She said she is hoping that by coming here and talking with the board, what she is saying will be heard and the problem fixed will be fixed.

Chairperson Maupin asked for a response from KT staff regarding the policies and these situations.

Mr. Hayes said what KT can say is limited for confidentiality reasons. He said staff can discuss policies but not specific riders' situations.

Ms. Gustafson said KT *ACCESS* does have a policy to call people ten minutes prior to arriving at their location, and that *ACCESS* does that to try to schedule rides together. She said the call is a courtesy so people can be ready to get to the bus. Ms. Gustafson said she is not aware of this particular case but that she would look into it and get back to you. She said the service being provide is the same as that provided for everyone with courtesy calls, so riders can be ready, and

she said *ACCESS* does want people to be ready so the bus can proceed to the next pick up and be as efficient as possible.

Chairperson Maupin asked about a policy regarding knocking on the door.

Ms. Gustafson said the Americans with Disabilities Act (ADA) laws says KT is to provide curb to curb service, which means that the person would be ready, looking for the bus and waiting to come out. She said *ACCESS* has gone above and beyond that and the drivers do go and help people to and from their doors when they need to have that service. She said the ten-minute courtesy call is an effort to make sure people are ready. Ms. Gustafson said she will look into the particulars of this case and get back to the board.

Commissioner Erickson asked what a code 14 is?

Ms. Gustafson said that is an internal *ACCESS* term for when a rider does not take a scheduled bus ride and it means "no-show" which is important because passengers can only accumulate a certain number before it is possible for them to be suspended from service for a period of time. She said all of these policies are in compliance with the ADA.

Chairperson Maupin called for other public comment. There was none.

Commissioner Bauer said he thought the comment about marketing was excellent and he said he would like to know what transit is doing now in terms of marketing.

Chairperson Maupin said there were some good points and he asked if Metro is doing something in Kitsap County taking away business from KT?

Mr. Hayes said he would like to talk about that in the context of the vanpool program. He said a report at the next board meeting about how that works and how KT works with other transits on vanpools. He said the vans from the different transits go all over the place and it may appear nonsensical but it works on a regional level.

Chairperson Maupin said he is aware that KT has vans that go into King County and Snohomish County.

Mr. Hayes said KT is not supposed to operate a vanpool that starts at a geographic location outside the county, and he noted that may be part of the issue.

Commissioner Brackett said that in addition to vanpool program marketing, she would like to make sure the report includes marketing in other areas to regain ridership.

Mr. Hayes said the focus would be the vanpool program, but that it can be broadened.

Commissioner Brackett said it is good to know the baseline to determine if KT should do more marketing.

6. CONSENT/ACTION ITEMS:

a. Approval of MINUTES of December 16, 2010 Board Meeting

- b. *Approval of KITSAP TRANSIT VOUCHERS for December, 2010*
- c. *RESOLUTION 11-01 declaring certain miscellaneous Kitsap Transit assets as surplus and directing staff to dispose of them in an appropriate manner*
- d. *RESOLUTION 11-02 declaring certain Kitsap Transit rolling stock as surplus and directing staff to dispose of it in an appropriate manner*
- e. *RESOLUTION 11-03 authorizing Kitsap Transit staff to extend its Annual Maintenance Agreement with Trapeze group for the ACCESS software system for one additional year*
- f. *RESOLUTION 11-04 authorizing Kitsap Transit staff to remit payment of the 2011 annual property and liability insurance premium to the Washington State Transit Insurance Pool*
- g. *RESOLUTION 11-05 authorizing Kitsap Transit staff to extend the special services agreement with the City of Bremerton for after-hours police services at the Bremerton Transportation Center and for other services as requested for a period of one year*

Chairperson Maupin asked Ms. Knox-Browning to read the items on the consent portion of the agenda.

Commissioner Coppola moved to approve the consent agenda and Commissioner Brackett seconded the motion. Chairperson Maupin called for comment on these items.

Commissioner Erickson said she wanted to make sure the issue of paper transfers is moving forward. She said that while paperless is easier for accounting, KT loses ridership without paper transfers and she asked where KT is on working with ORCA on more card locations.

Mr. Hayes that is on the full discussion portion of the agenda so staff would have time to discuss those issues fully. He said KT is proposing to continue operating with paper transfers for six months while this issue is studied.

Commissioner Garrido asked about the rolling stock being surplus in Resolution 11-02, specifically the information that the mileage on these 14 vehicles exceeds one million miles. How does that happen, she asked

Mr. Hayes said that is somewhat typical but also that these were excellent buses that just continued to last so KT continued to use them. He said the vehicles are now fully depreciated but are also now literally falling apart.

Commissioner Garrido that is a very impressive number and that she would like to learn from some of KT's maintenance practices.

Mr. Hayes said Mr. Seymore and his staff do a wonderful job.

Chairperson Maupin said he does not imagine all this was accomplished on a single engine in each bus.

Mr. Seymore said no.

Commissioner Lent said she noticed there were three or four vans on this list and that the last time areas KT surplus vehicles, it went to community groups to see if they could utilize these vans. Will the agency be doing that again, she asked.

Mr. Hayes said KT kept eight vehicles off this surplus list as they were either better than vehicles community groups were already using in that program or could serve as additional vehicles for the community-group program.

Chairperson Maupin called for those in favor of the motion to approve the consent agenda. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.

7. EXECUTIVE SESSION

Chairperson Maupin said the board would recess into Executive Session at 10:47 a.m. for 30 minutes to discuss property, personnel and potential litigation. He said the board would reconvene in open session at 11:20 a.m. Chairperson Maupin emerged from the closed session at 11:20 a.m. and extended the executive session for 15 minutes to discuss property. At 11:35 a.m., the chair again extended the executive session for ten minutes to discuss labor relations.

The board exited the closed session at 11:45 a.m., took a short break and resumed the open portion of the meeting at 11:46 a.m.

Chairperson Maupin noted there were a number of items left on the agenda but that the board meeting had already run over.

8. DISCUSSION / ACTION ITEMS:

- a. RESOLUTION 11-06 authorizing Kitsap Transit staff to award a professional services contract to TCF Architecture for the North Maintenance Base design*

Mr. Hayes said this is a design contract for the North Base maintenance shop. KT is under some obligation to the city to proceed with the work. Mr. Hayes said this is pretty straightforward and while the agency does not yet have this funding in hand, this is a step in the process toward getting the permits.

Commissioners Bauer and Bracket exited the meeting at this point: 11:47 a.m.

Commissioner Coppola moved to approve Resolution 11-06 and Commissioner Erickson seconded the motion. Chairperson Maupin called for those in favor. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.

- b. *RESOLUTION 11-07 authorizing Kitsap Transit staff to make certain changes to the agency's fare policy to extend the use of the limited paper transfer system*

Mr. Hayes said this was discussed a bit earlier; an extension of the paper transfer program to give the agency time to look at some of the issues involved with eliminating paper transfers. He said this involves getting more outlets for ORCA cards and developing more ways to get these in the hands of low-income users.

Commissioner Coppola moved to approve Resolution 11-07 and Commissioner Garrido seconded the motion. Chairperson Maupin called for those in favor. All voted yes. Chairperson Maupin called for those opposed to the motion. There were none. Chairperson Maupin called for abstentions. There were none.

Chairperson Maupin said that due to the time and the fact that this meeting was supposed to end at 11:15 a.m., it appears the rest of the agenda items will need to stand as read.

Agenda items Nos. 9 and 10 were not discussed due to lack of time.

9. PROGRESS REPORTS:

- a. Draft Financial Reports for November 2010
- b. Monthly Cash Flow and Cash Position charts
- c. Ridership Reports for November 2010
- d. Fuel Costs Report through all of 2010

10. STAFF INFORMATION / DISCUSSION ITEMS:

- a. Follow up: employee concerns about 2011 health care package & establishment of an Employee Benefits Committee
- b. State Lobbyist Report
- c. Request For Quotes for *ACCESS* Supplemental Service Providers for 2011
- d. KT is joining Google Transit

Mr. Hayes said the agency needs a board member to travel to Olympia on KT's behalf to testify at a Jan. 20 hearing of the House Transportation Committee regarding a bill on high-capacity transit. He also noted there was a new report from the agency's liaisons on the dias *[and attached and the end of these minutes]*.

Mr. Hayes said the KT lobbyists are working with the rest of the Washington State Transit Association on the use of WSDOT property on more reasonable terms. He also said KT is going to ask the Kitsap delegation to help with securing a grant for more funds for the North Viking Way park-and-ride lot adjacent to KT's maintenance facility.

11. FOR THE GOOD OF THE ORDER: Transit Board members' issues/comments

Commissioner Garrido said she convened a meeting recently about the governor's proposal to create a ferry district that featured an excellent conversation. She said also identified were some major points to convey to the Legislature and the governor regarding the fact that ferries are our marine highways and should be treated as part of WSDOT. She said she will be distributed a letter for participants to sign and that she will be trying to continue this conversation throughout the legislative session.

Commissioner Lent said she wanted to reinforce the suggestion Commissioner Brackett made earlier that regular reports from the employee benefit committee be part of the regular reporting to the board. She also congratulated Chairperson Maupin and Vice-Chair Coppola on their new offices.

12. OTHER PUBLIC COMMENT: Chairperson Maupin called for public comment. There was none.

13. ADJOURN: Chairperson Maupin adjourned the meeting at 11:51 a.m.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 15th day of February 2011.

Will Maupin, Chairperson

ATTEST:

Cathie Knox-Browning
Clerk of the Board



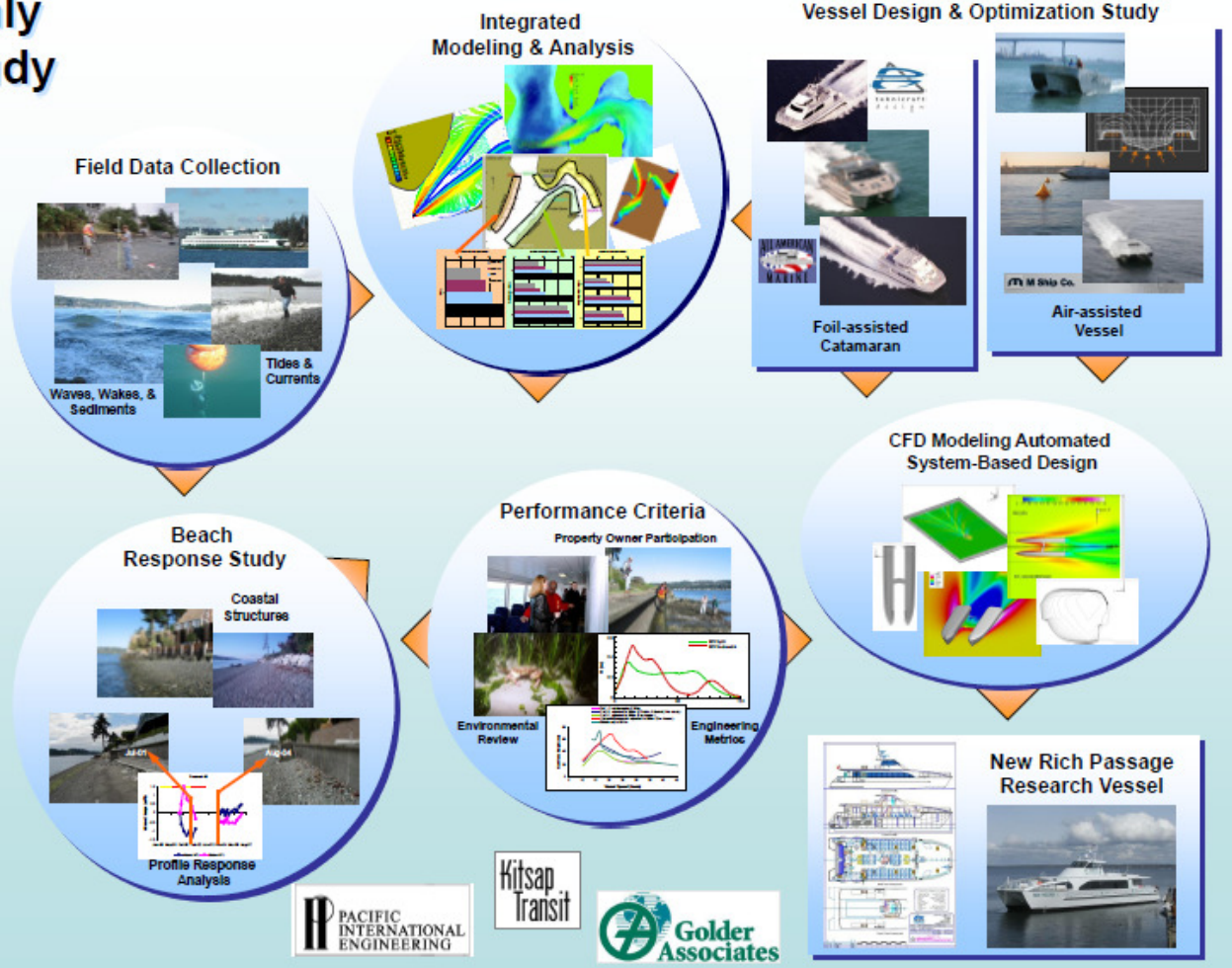
RICH PASSAGE 1 Test Program





Passenger Fast Ferry Study – Rich Passage

Passenger Only Fast Ferry Study





Test Program Objectives and Elements

Confirm:

- Mechanical and operational soundness of the vessel
- Vessel meets wake criteria identified by the research program
- Beach response to wakes is within acceptable limits

Elements:

- Sea trials
- Wake Acceptance Tests
- Post-acceptance Tests
- Beach Response – Trial Operations Testing



Sea Trials – purpose and objectives

- Confirm structural, mechanical, electrical, and safety equipment/systems
- Confirm speed and noise performance
- Test operation of the adjustable foil, interceptors, and Maritime Dynamics trim control systems (MD TCS) prior to wake acceptance testing
- Obtain measurements of engine power output, speed, fuel consumption, dynamic trim and draft, pressure on hull and foil throughout the ranges of engine speeds, foil angles, interceptor settings, loadings



Wake Acceptance Tests – purpose and objectives

- Confirm vessel meets wake criteria identified by the research program
- Provide data for calibration and validation of the computational fluid dynamics (CFD) models that were used for the optimization and design of RICH PASSAGE I
- Provide data for optimization and tuning of the Maritime Dynamics Trim Control System
- Provide boundary conditions for the wake transformation models that are used for wake response prediction and assessment

Approach

- Obtain measurements of wakes at varying distance from sailing line for passing vessel - repeat tests for statistical robustness
- Vary through full range of engine power output, speed, dynamic trim and draft, controlled foil angles, interceptor settings, and vessel loadings
- 450 test runs planned



Wake Acceptance Tests – Location



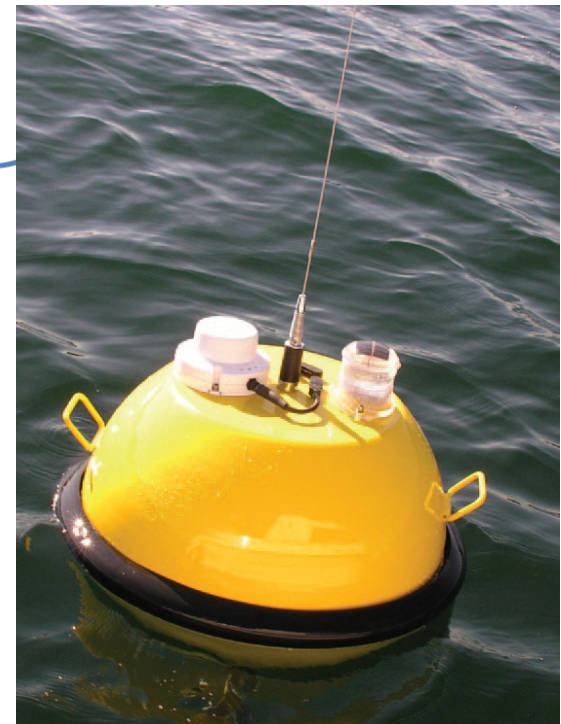
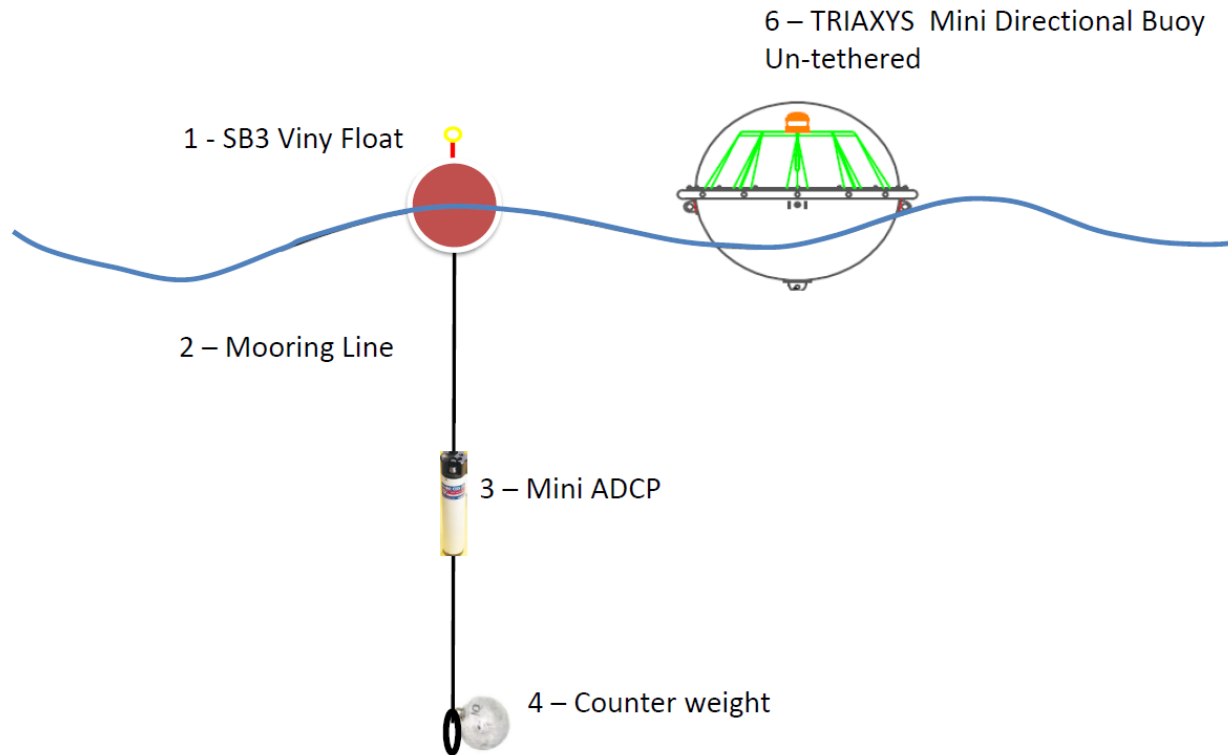
January 31, 2011

6





Wave and current measurements





Trial matrix for wake acceptance tests

Settings	F1, Int0	F1, Int0	F1, Int0	D1, Int0	D1, Int0	D1, Int0	D1, Int0	D1, F1	D1, F1	D1, F1	D2, F1	D2, F1	D2, F1	
Speed, knots	D1	D2	D3	F1	F2	F3	F4	Int 1	Int 2	Int3	Int1	Int2	Int3	Total
10	6													
12.5	6													
15	6	6												
17.5	6													
20	6	6		6	6	6	6	6	6	6	6	6	6	
22.5	6													
25	6	6	6	6	6	6	6	6	6	6	6	6	6	
27.5	6													
30	6	6	6	6	6	6	6	6	6	6	6	6	6	
32.5	6													
35	6	6	6	6	6	6	6	6	6	6	6	6	6	
37.5	6													
40	6	6	6	6	6	6	6	6	6	6	6	6	6	
42.5		6												
45			6											
Total	78	42	30	30	30	30	30	30	30	30	30	30	30	450
Approx # days required	3	2	1	1	1	1	1	1	1	1	1	1	1	16

Notes:

- F is an abbreviation for Foil Angle; F1 = 0 deg; F2 = 1 deg; F2 = 2 deg; F3 = 3 deg; F4 = 4 deg
- Int is an abbreviation for interceptor; Int 0 = 0 inches; Int 1 = 0.25 inches; Int 2 = 0.5 inches; Int 3 = 1 inches;
- D is an abbreviation for displacement; D1 = full; D2 = ½ displacement; D3 = lightship





Post acceptance testing – objectives and elements

- Optimize routing (sailing line) and operations plan for beach response testing
- Vessel operations plan for post-acceptance testing
- Cornering and maneuvering
- Accelerating and decelerating
- Address navigation protocols
- Observe hotspots
- Focus on property owner relationships





Beach response – trial operations testing – objectives and study elements

- Provide data to quantify wake impacts to shorelines and to understand wake behavior from RICH PASSAGE I near the shoreline
- Gauge the operating feasibility of RICH PASSAGE I
- Vessel operations plan
- Wave and current measurements
- Wind measurements
- Vessel position and operations data
- Beach observations
- Beach profile monitoring
- Beach gravel transport measurements
- 3D laser scanning

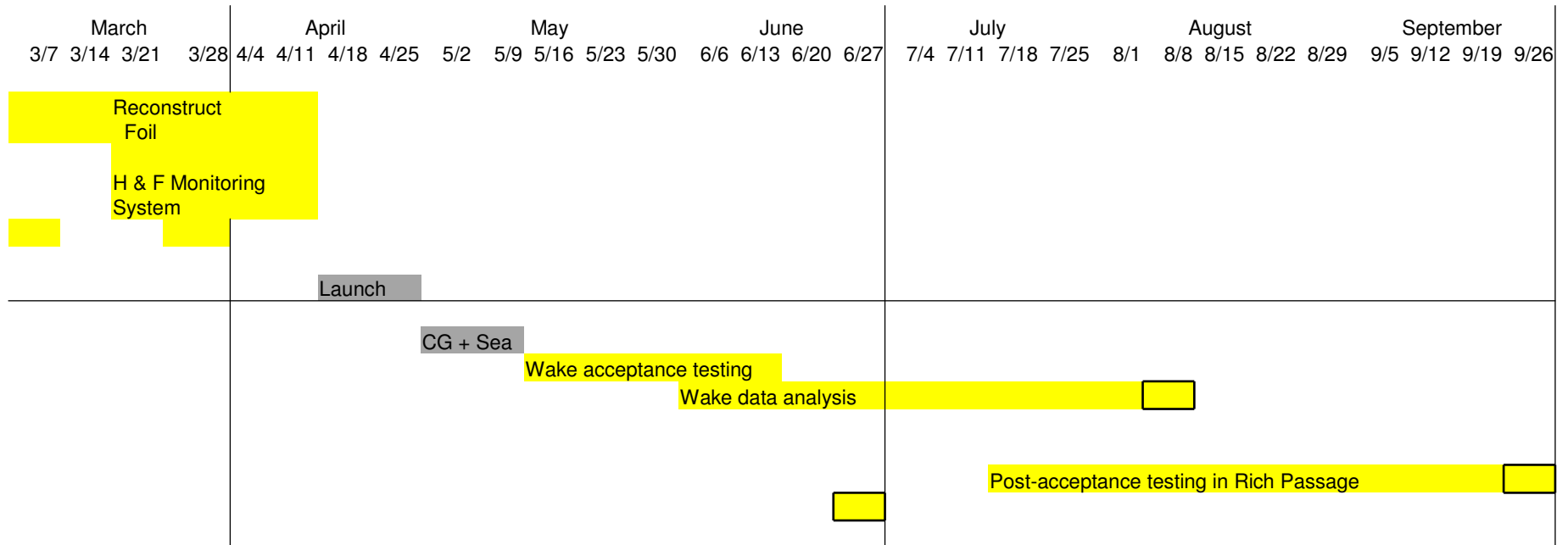


Vessel operations plan

- Monitor vessel position (sailing line) and operations data (speed, heading, foil, interceptor settings, loading) with HFMS
- Monitor vessel operating parameters such as fuel efficiency and consumption, emission control system performance, and noise
- Operate on a regular schedule to capture range of tidal and weather variations
- Up to 8 round trips per day
- Vary loading



RP 1 Testing schedule (2011)



- Beach response – trial operations testing and associated monitoring is planned to begin in May 2012

To: Kitsap Transit
From: Jensen Walgren Doty Governmental Consulting
Date: January 16, 2011
Re: Supplemental Status Report

The 2011 Washington State Legislature convened at noon on Monday, January 10th. As most have predicted, the budget deficit of over \$5 billion is dominating the thoughts and moods of legislators and lobbyists alike. With continued cuts in state services and programs and consolidation of state agency functions a probability, and with most revenue enhancements (tax and fee increases) likely to be rejected, most groups have been preparing for a defensive session.

During the first week of session, we met with numerous legislators and their staffs, including every member of the Kitsap County delegation, to discuss potential legislation regarding the high capacity transportation (HTC) statute. We have introduced legislation in both the House and Senate that would make the most onerous HCT planning processes apply only if a rail fixed guideway system is being proposed. This proposal has received positive feedback so far. The House bill has been assigned a number, HB 1171, and is prime-sponsored by Rep. Christine Rolfes. This bipartisan proposal was co-sponsored by eight other legislators, including every member of the Kitsap County delegation. **A public hearing is set for this bill on Thursday, January 20th, at 3:30 pm in the House Transportation Committee.**

The Senate version of the bill has been dropped in the hopper as well, and will be assigned a number on Tuesday the 18th. This bill is prime sponsored by Senator Derek Kilmer, and has been co-sponsored by both Tim Sheldon and Phil Rockefeller, as well as the Vice-Chair of the Senate Transportation Committee, Scott White.

In addition to pushing this legislation, we continue to work with the Washington State Transit Association (WSTA) and the Puget Sound Transit Caucus on various legislative proposals. WSTA held its legislative day on Tuesday, January 11, where a number of presentations were made by transportation-related officials, including representatives from the Governor's office. A number of conversations took place concerning the Governor's proposal of a regional ferry district, and although it was not met with universal enthusiasm, it will continue to be a focus of discussion in the coming weeks and months. We will continue to monitor this closely.

As always, please be in touch with any questions or thoughts.