

**KITSAP TRANSIT BOARD OF COMMISSIONERS**  
**MEETING MINUTES**  
**MARCH 20, 2007**

*Board of Commissioners Present:*

Abel, Kim, Mayor, City of Port Orchard, **Chair**  
Bozeman, Cary, Mayor, City of Bremerton  
Brockus, Adam, Bremerton City Councilmember  
Brown, Josh, Kitsap County Commissioner, **Vice-Chair**  
Endresen, Chris, Kitsap County Commissioner  
Kordonowy, Darlene, Mayor of Bainbridge Island  
Maupin, Will, Bremerton City Councilmember  
Quade, Kathryn, Mayor, City of Poulsbo

*Board of Commissioners Absent:*

Angel, Jan, Kitsap County Commissioner

*Staff Present:*

Cartwright, Jeff, Human Resources Director  
Clark-Getzin, Wendy, Planning and Capital Programs Director  
Clauson, John, Service Development Director  
Harrington, Roy, Operations Director  
Hayes, Richard, M., Executive Director  
Knox-Browning, Cathie, Clerk of the Board  
Schooler, Maranda, Customer Service Specialist & Deputy Clerk-in-training  
Shinners, Paul, Finance Director  
Swanson, Colby, Vehicle and Facilities Maintenance Director  
Templeton, Ron, General Counsel  
Venard, Nancy, Benefits Coordinator

*Visitors Present:*

Bermant, Charlie, Kitsap Newspaper Group  
Downs, Sue, Interpreter for Robert Roach  
Lindquist, Dr. Scott, Kitsap County Health District Director of Health  
Manalo, Alan, ACCESS Driver of the Month for January  
Palmer, Donald, KT Citizens Advisory Committee  
Palmer, Steven, ACCESS Driver of the Month for February  
Quill, Val, February Routed Driver of the Month  
Roach, Robert, KT Citizens Advisory Committee  
Runyon, Roy  
Saftich, Ed, KT Citizens Advisory Committee

**1. CALL TO ORDER:** Chairperson Abel called the meeting to order at 9:19 a.m.

**2. CHAIRPERSON'S COMMENTS / DISCUSSION:**

Chairperson Abel called on Mr. Harrington to introduce the Drivers of the Month

Mr. Harrington said he has three wonderful employees to introduce today; all of them are dedicated and humble people. He said he would first introduce the *ACCESS* Driver of the Month for January; Alan Manalo. He said Mr. Manalo has only been with KT since March of 2005, has been married for 38 years and has five children and six grand children. Mr. Manalo is very active in his church, is a singer and sings to his *ACCESS* passengers.

Mr. Manalo sang for the board, "Somewhere," from West Side Story, which he said he sings to his passengers all the time.

Applause followed Mr. Manalo's performance.

It was noted that this was the first time a Transit Board meeting had included a song.

Mr. Harrington then introduced the February *ACCESS* Driver of the Month; Steve Palmer. He said Mr. Palmer has been with KT since 2003, is a retired Navy boatswains mate and safety officer and loves Scooby Doo. Mr. Palmer said he had a dog who reminded him of the cartoon character. Mr. Harrington said Mr. Palmer is a favorite with *ACCESS* schedulers and dispatchers.

Applause followed these remarks.

Mr. Harrington then introduced the Routed Driver of the Month for February, Val Quill, a person who he said was well known, as July will mark Ms. Quill's 20 years at Kitsap Transit. He said she is very active in the community outside the agency, working as a volunteer firefighter; primarily training new firefighters, a volunteer EMT volunteer, a great cook, a great United Way volunteer and a great friend.

Applause followed these remarks.

Chairperson Abel said it is wonderful to see the drivers, as they are the face of KT. She said the board enjoys meeting such great people and appreciates all their service to KT.

She then noted the next item here would be to introduce Mr. Clauson and Dr. Lindquist who wished to address the board about a wellness campaign.

Mr. Clauson said he and Dr. Lindquist had been working within their respective agencies about ways to encourage employees to concentrate on reducing their weight. He said KT has this year taken on the problem of overweight staff, noting there are a lot of benefits to losing that extra baggage. Mr. Clauson noted he had lost a fair amount, but that he still has a ways to go. He said he and Dr. Lindquist want to enter into a little friendly competition between the agencies, at the end of which the director for the

agency that loses the largest percentage of body weight would compel the “loser” to do something appropriately humiliating.

Mr. Clauson handed Dr. Lindquist a pastry, and he said the American Red Cross would provide the agencies with a third-party person to conduct the private weigh-ins.

We are not going to lose this wager, Dr. Lindquist said, noting that he intends to have fun with this both in the media and by sending Krispy Kreme donuts and pizza to KT. In addition and on a personal note, he said he and Mr. Hayes will directly compete with each other and will weigh in right now.

The two agency directors got on the scale and their weights were recorded but not announced.

Mr. Clauson noted that many of the elected officials on the dais today are on the KT board as well as the Health District board and said he wanted to swear them to secrecy about KT’s program in order for the agency to keep its strategic edge over the health district. Thus, he asked the board to address the resolution about this program later on in the agenda.

Dr. Lindquist said the competition will go until September because the goal is long-term, lifestyle changes.

Mr. Clauson said the program outlined in the transit resolution would start on April 15<sup>th</sup> and end September 1<sup>st</sup>. He said the Kitsap Transit Wellness Committee worked to develop this program, as this is a pretty significant issue for us. A fair number of our costs as related to health care, 15 percent of short-term disability claims can be attributed to weight, and a portion of the premiums KT pays for health care are based on the agency’s experience with prescriptions for conditions like high blood pressure, diabetes and other conditions attributable to being overweight, Mr. Clauson said.

Commissioner Endresen said this was a commendable program and noted that a relative who had lost 35 pounds no longer needs knee surgery.

Mr. Clauson said a weight loss of nearly 70 pounds has drastically reduced the amount of blood pressure medication he takes.

Commissioner Quade suggested that competitors have body composition tests, as that, in addition to weighing less, tells a person if they are in better shape as it provides information about the proportion of lean body mass.

Commissioner Kordonowy said she has always been impressed by KT’s merit program and that this wellness program follows suit in making KT a place people like to work. She said keeping the agency financially healthy contributes to the bottom line. She said this is a good example, especially for children, among whom obesity is a problem today.

### **3. EXECUTIVE SESSION:** Property, personnel and pending litigation

Chairperson Abel announced the board would go into Executive Session for 20 minutes for the purpose of discussing property, personnel and pending litigation and would return to open session at 9:55 a.m. Chairperson Abel came out of Executive Session at 9:55 a.m. and announced the closed session would be extended for another five minutes for the purpose of discussing personnel and that the board would return to open session at 10:00 a.m. The board returned to open session at 10:00 a.m., took a brief break and the meeting resumed at 10:02 a.m.

Commissioner Brown joined the meeting at this point, 10:02 a.m., and Commissioner Bozeman left the meeting.

### **4. PUBLIC HEARINGS:** A public hearing was advertised on the 2006-2012 Transit Development Plan

Chairperson Abel opened the public hearing at 10:02 a.m.

She said that a resolution on this plan is on tap further down the agenda, and she noted that copies of the plan area were available next to the interpreter. She called for public comment. There was none.

Chairperson Abel closed the public hearing at 10:02 a.m.

### **5. CITIZENS' ADVISORY COMMITTEE ISSUES:**

Mr. Clauson said the CAC is reviewing how it operates and that the review will include the committee's mission statement. He said the board should see something from them in several months. He said the CAC wants to be more effective in its advising of the board and staff.

Commissioner Kordonowy asked who served on the CAC and how many members the committee has. She noted Mr. Saftich was in the audience, and she asked if CAC members regularly attended board meetings.

Mr. Clauson said the committee numbers between 12 and 14 and represents a cross-section of the community. He said KT recruits people who use the different KT programs, reside in different geographic areas and represent different interests. He said there are members from the shipyard, a school district and noted that in addition to the member Commissioner Kordonowy noted, Mr. Roach and Mr. Donald Palmer are also in attendance today.

Commissioner Kordonowy Darlene said she would like to have the attendance of CAC members called to the attention of the board. She also said that as the CAC conducts its review, she would like the members to present those findings to the board, noting she would like to thank the members for their service.

Mr. Clauson said some CAC members do work during the day and suggested a joint CAC-KT Board meeting.

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

- a. *Approval of MINUTES of February 20, 2007 Board Meeting*
- b. *Approval of KITSAP TRANSIT VOUCHERS for February, 2007*

**Commissioner Endresen moved to approve the consent agenda and Commissioner Brown seconded the motion. Chairperson Abel called for those in favor of the motion. All voted yes. Chairperson Abel called for those opposed to the motion. There were none.**

## **7. PUBLIC COMMENT on Discussion Items**

Chairperson Abel called for public comment. There was none.

## **8. FULL DISCUSSION / ACTION ITEM:**

- a. *RESOLUTION 07-05 adopting Kitsap Transit's 2006-2012 Transit Development Plan*

Mr. Hayes said this is the most grim multi-year document the agency has put out since Initiative 695. He said we have to get to the bottom of basic operations costs control, and that this is the year to essentially turn around the projections in this TDP. Mr. Hayes said Mr. Shinnors has done a huge amount of work trying to figure out how we got into this situation, and he is not going to let me forget what we need to do to get out of this situation. Mr. Hayes said KT has pending cash flow issues if it can't make progress and he characterized these as brought on by a time lag in receipts from sales taxes rather than true money issues. Mr. Hayes said the agency needs about \$3 million to get through an average month, so it needs \$3 million in reserve to start. Then, there are occasional large expenses, such as insurance premium payments at the beginning of the year, so it would be better for KT to target a month-to-month \$4 million cash reserve, he said.

Mr. Hayes said he expects to report to the board every other month on how the agency is doing on those issues. In the meantime, as there is no money in the short-run for service increases, he said this is a good time to bring in professional consultation on route restructuring to figure out what the next step should be in terms of service.

Chairperson Abel called for questions from the board.

Commissioner Kordonowy said she had two questions. The first is related to Goal #8 on increased security and the statement that: *In concert with WSDOT-WSF and the US Navy, KT*

*substantially increased security at hubs and main employment centers in 2006.* She asked what happens in an emergency situation, for example, where people are on buses stuck on Bainbridge Island or in other places in the system. She said she did not see emergency strategies addressed in the TDP.

Mr. Hayes said the agency has emergency plans for that type of situation, in the normal course of operations, and had them even before the security emphasis we are all in now. He said he does not work directly with the emergency planners in the countywide effort in which KT participates, so he said he would prefer to come back to the board with a report on the emergency plans. He said emergency plans, in general, vary greatly from place to place. During the one incident Mr. Hayes said he could recall, the agency's emergency plan worked.

Commissioner Kordonowy said she is sure those plans are in place and that KT is anticipating these needs and she said she believed there should be some statement to that effect in the TDP.

Commissioner Kordonowy also asked about commuter service. She said that at least on Bainbridge Island, KT does a great job, but in terms of the whole county, how can we begin to take the steps for that? She said there is nothing in the goals here regarding feeder or neighborhood service that goes out on a more regular basis.

Mr. Hayes said that for regular Routed service, most new service would be feeder service with a fairly low frequency. He said that is the kind of thing the agency wants to explore with an outside planning consultant. Mr. Hayes noted that people at KT still are the same ones who planned the original system and that it is hard for us to break away from the assumptions that guided that.

Commissioner Kordonowy said that was a good idea and that if that is something we want to do, a statement about that intention should be in the TDP.

Commissioner Brockus referred to the proposed changes in Section VII, specifically the note that KT plans to expand the Kitsap Transit Foot Ferry (KTFF) capacity in 2008 with a new vessel, and he asked if that means KT is planning to replace the Carlisle II with a new vessel.

Mr. Hayes said that refers to the acquisition of a second vessel to operate between Bremerton and Annapolis at rush hour. He said the boat would have the capacity for 117 riders, which would provide a slightly larger vessel than the 82-passenger boat that now normally operates on that run. He said having this new boat would also provide KT with the flexibility it needs to continue to provide service when it is obliged to take a boat out of the water for Coast Guard inspection.

Commissioner Brockus also asked when KT would be increasing hours of Routed service.

Mr. Hayes said one criteria KT will use to evaluate proposals from an outside planner would be whether those proposals would allow the agency to extend trunk service without having to extend the whole system. He said KTFF is a good example of that because KT could now get

decent ridership later in the evening on the foot ferry even if there were no buses meeting the boats at Port Orchard or Bremerton.

Commissioner Quade asked Mr. Hayes to elaborate on the plans, on pages 13 and 14, to first complete the purchase of the North Base Maintenance facility in Poulsbo in 2007 and then in 2010 to begin an upgrade to the North Base Maintenance facility in Poulsbo.

Mr. Hayes said the agency has funds to buy the other parcel of property and then KT will begin working on the review process for the expanded property. He said KT set some money aside in the 2010 federal grant year to begin to do the work on that. Mr. Hayes also said Poulsbo city officials have suggested they can issue five-year permits as they realize it will take us time to assemble the funds.

Commissioner Endresen asked about the first bulleted point for Goal #5 on page 10: *Sustain Bremerton-Seattle POF service and, if additional funds are made available via sales tax measure in 2007, augment Bremerton and re-start the Kingston POF service, in both cases by providing low-wake boats and bow-loading docks. Start POF service in south Kitsap County.*

She asked if that needed to be omitted now that the election had occurred and was not successful and/or this statement should be amended to reflect the board's desire to continue to pursue federal funds for wake research.

Mr. Hayes explained that the TDP is written as of the end of the previous year, and he agreed with Commissioner Endresen's suggestion that this should be footnoted.

Chairperson Abel said most of her questions were answered when she read Mr. Hayes memo regarding a future plan for service. She said that will inform next year's TDP.

**Commissioner Quade moved to approve Resolution 07-05 and Commissioner Endresen seconded the motion.**

At this point, Commissioner Kordonowy suggested the motion approving the plan include the amendments discussed. She asked if Goal #6 regarding seamless connections on page 10 would be the place to add a statement about KT's plan, during the 2007-2012 period, to examine how to expand regular routed service beyond today's levels.

Mr. Hayes said he believed it could go there, or under Goal #9 regarding effective community-based design or under Goal #5 regarding increased travel options. He said there is not really a place that discusses expanded service except in the annual budget aspects of it.

**Those making the motion and second to accept the TDP indicated these amendments were acceptable to them.**

Commissioner Maupin said he would also like to see some response to the constant criticism that KT has buses running around with no one on them. He said he believes the agency has a

standard for total number of riders per hour and that this may more directly relate to the ridership report than the TDP. Commissioner Maupin said it is hard for him to understand how the number of riders per bus on those reports relates to the minimum number of passengers per hour the agency uses to maintain or add service. He asked if that could be made clearer on ridership reports so he could respond to such questions from the public.

Mr. Hayes said KT's average number of passengers per hour is second in the region at 29.7 passengers per hour.

Commissioner Endresen said that is a well-kept secret that should not be secret.

Mr. Hayes said the agency could revise the ridership report so that it includes both the monthly passengers per hour figures as well as some comparisons to other systems.

Commissioner Maupin asked if ridership per hour means ridership per bus.

Mr. Hayes said yes and he also committed to adding more explanatory footnotes to the ridership reports.

Mr. Hayes said ridership issues will be front and center when the agency begins its Routed system re-planning process.

**Chairperson Abel called for those in favor of the motion to adopt Kitsap Transit's 2006-2012 Transit Development Plan with the amendment to Goal #5 on Increased Travel Options in Section VI, Proposed Action Strategies for 2007 – 2012, to examine how to expand regular routed service. All voted yes. Chairperson Abel called for those opposed to the motion. There were none.**

*b. RESOLUTION 07-06 establishing the group merit pay element of the 2007 Non-Represented Merit Pay Plan*

Mr. Hayes said KT staff could incorporate into the 2007 goals the items mentioned in the previous discussion. He noted that it is certainly one of his goals to come up with funding for more than the bare-minimum capital plan. Other goals now are getting out of the financial woods in general and laying out some targets for the system planning. Mr. Hayes said he could bring amendments to the goals to the board at its April meeting.

**Commissioner Endresen moved to approve Resolution 07-06 with the addition that the executive director is to bring amended goals back to the board at its next meeting. Commissioner Brown seconded the motion.**

Commissioner Maupin said in reference to the amount of cash the agency should have on hand, he asked if KT has established financial management policy goals. He said one of the actions the city of Bremerton took, which improved its financial situation, was to establish goals, approved

by the City Council, for such things as cash on hand and the percentage of funds that should be maintained as ending fund balance. He said that having such goals and then comparing those goals to the current situation on the agency's monthly financial reports to see how we are doing would be helpful.

Mr. Hayes said the agency's finance department director had been pressing him to do that and Mr. Shinnars has some of those benchmarks already developed.

Chairperson Abel said that while one of the agency's goals for 2007 is to increase ridership, she noted that the ridership report indicates ridership was down considerably in January, so it appears the agency is setting a goal it is already not meeting. What is the reason for that decrease, she asked?

Mr. Hayes said a preliminary review of the February 2007 ridership numbers show an up tick from January. He said there are influences on ridership from the shipyard sending lots of its employees to other cities and building new parking garages. So, if you look at where ridership is down, you see it is in bread-and-butter places like Worker/Driver, vanpools and some routes. Contradicting that are increases in passenger-only ferry (Kitsap Transit Foot Ferry) ridership, despite some decrease in the number of federal Transportation Incentive Program riders on the foot ferry. Mr. Hayes said the agency is exploring ways to work closer with Naval Base Kitsap to get those numbers up, but a decision to send six hundred workers to Japan for a year to work on a carrier, for example, impacts KT, as about half of those are our riders.

In addition, Mr. Clauson said the agency implemented its fare increase in February of last year so the January ridership numbers board members are seeing are pre-fare increase while the February numbers are post-fare increase. He said he hopes the rate of decline will slow in February.

Chairperson Abel asked if KT still hopes to raise its ridership by 100,000 this year.

It will not be easy, but we will try to reach that goal, Mr. Clauson said.

**Chairperson Abel called for those in favor of the motion. All voted yes. Chairperson Abel called for those opposed to the motion. There were none.**

## **9. PROGRESS REPORTS:**

- a. Draft Financial Reports – January, 2007
- b. Ridership Reports – January, 2007
- c. Fuel Cost Report

Mr. Hayes noted that the finance and ridership reports have been covered. With fuel, he said the agency is doing well compared to the budget of \$2.50 a gallon. He noted the two memos on

biodiesel under the Staff Information portion of the agenda and said the current rate for B20 was approximately \$2.15 a gallon. Mr. Hayes said the agency is proposing to start with a five percent blend or B5, which will cost somewhat less. He said this is the right year to start with biodiesel.

There was scattered applause.

## **10. STAFF INFORMATION / DISCUSSION ITEMS:**

### **a. Premera Health Assessment survey results**

Mr. Hayes said this leads into the proposed resolution on the weight loss program.

Mr. Cartwright said KT staff recently participated in personal health assessment surveys, offered to all employees for an incentive payment of \$25. He said about 39% of employees participated, which he said was quite successful for a first-year program. Mr. Cartwright said the survey showed that the agency's assumptions about the health of its staff were correct; in particular, that KT employees have approximately average health and that weight issues needed to be addressed. Thus, he said the effort with the Health District is right in line with where the agency needed to go. In addition, he said the best news from the surveys was that nine percent of our employees signed up for personal health coaching, which means that employees are recognizing health issues and taking steps to improve their health. Mr. Cartwright said everyone at KT, including him, is very excited to get on with the weight loss program.

### **b. Biodiesel Report**

Mr. Hayes said this report stands as read. It is the right time to get the standing fleet and the fuel tanks ready for biodiesel, as we won't have any new buses, which lead to more work and complications for vehicle maintenance staff in the short-term, he said. Mr. Hayes noted that one of the several fuel tanks on the Carlisle II, the one that dates from 1916, may prove the biggest challenge for the introduction of biodiesel.

### **c. Reprogramming Kiss 'N Ride funds for Bremerton Transportation Center pedestrian and aesthetic improvements**

Mr. Hayes said KT has been working with the City of Bremerton and the Kitsap Community Federal Credit Union to free up these funds and put it into the BTC, with artistic, vegetation and functional additions. For eight years now, KT has promised to cover the walkway between the stairs, the office building itself and the street. He said the agency will be installing a long, linear shelter that bends around and ties into the covering on the side of the building.

When asked how this addition will look, Mr. Hayes said it is beautiful and that he would bring pictures to show the board next month.

Chairperson Abel asked if there were additional dollars in this project other than the amount in this memo.

Mr. Hayes said the agency is working on that.

Chairperson Abel asked what will happen to the place where people are dropped off now.

Mr. Hayes said the Kiss 'N Ride under the credit union is rarely used, and that people are now using several other places that have ended up working as well as Kiss 'N Ride ever does. He noted these areas are working better than the Kiss 'N Ride set-up on Bainbridge Island, where the agency has historically encountered the most difficulty with Kiss 'N Ride.

Commissioner Maupin said another long-standing downtown Bremerton issue that he keeps hearing about, and an issue which prompted some to vote against the POF sales tax, is that KT won't let people drive up onto the BTC deck. This has been a bone of contention forever, he said and he added that he is not sure what can be done but that we need to take the public perception and concern seriously.

Commissioner Endresen suggested those people drive to Bainbridge Island and try to pick up someone from the Winslow terminal where autos and buses mix and then try to get back out of that area. She said opening up the transit deck will not produce the result people are looking for, as people think they will be the only one wanting to drive up and drop people off. Commissioner Endresen said the congested ferry terminal situation on Bainbridge Island now causes people to miss their boats because cars can't get into the area to drop them off. It is really bad, she said

Mr. Hayes said he also wanted to note another issue for the board. As bus passengers pay \$1.25 to get up on the transit deck, does KT wants to let car drivers get up there for free when you look at the relative carbon footprint issues. Those using the Kiss 'N Ride are making four trips, compared to just two if one merely comes and parks at the terminal, uses the services there and drives home. He suggested that when the new entrance is built, as part of all the changes the new tunnel will bring, KT can set up something for those who want to pay, especially at rush hour. But it is a transit facility, funded almost entirely with transit dollars, and while no one believes him, Mr. Hayes said KT really is restricted in what it can do with the BTC. If KT were to make money off letting people up on the deck, we could probably do that.

Commissioner Maupin said he understands this but that he has heard this complaint for as long as the BTC has been here, and that everybody out in the general public is still mad that KT doesn't let them drive up there.

Mr. Hayes said if we fix this, those people would probably find other reasons to complain.

Chairperson Abel said the plan here is not to have any specific Kiss 'N Ride places, but just to let people find their own way.

Mr. Hayes said there are good places on Second Street and around the front on First. In addition

a space lots of people use, to the point that it is sometimes difficult to get out of the underground parking at Harborside, is the large turnaround at the end of Second by the water and boardwalk. At the peak ferry times, there are still 50-60 people engaged in Kiss 'N Ride in various spots in this area, he said.

Chairperson Abel asked if the problem on the drive-thru for the hotel had been resolved, noting that those waiting for people coming off the ferry or dropping people off had previously been clogging that area.

Mr. Hayes said KT and the Bremerton police have been working in concert to enforce parking restrictions there.

Mr. Harrington said the latest effort in policing that area is a new, bright green flyer, showing a map of Kiss 'N Ride spaces people can use, without the credit union spots, on one side, and on the other side, is a written description of where the Kiss 'N Ride spots are in downtown Bremerton. He said anyone who pulls to the side on Washington, blocks First Street or parks in front of the hotel is handed one of these either by a KT supervisor or a Bremerton police officer as a friendly reminder. He said this will be an ongoing public education effort.

Mr. Hayes said, partly in jest, that he does not understand how this has become KT's problem. We are not the people generating these trips, but we have always taken it on so we will keep working on it.

Commissioner Quade asked if the \$250,000 is solely to be used between Harborside and the BTC, rather than for the transit deck. She noted earlier discussions of beautifying that expanse of concrete.

Mr. Hayes said these funds are specifically funds tagged to the BTC, so as long as they are spent within those physical confines, it is OK. The other funds were either Gateway or BTC funds.

d. Half Hour service

Mr. Hayes said it is easy for me to understand why some drivers and passengers still believe that KT should be at half hour service by now, but we only replaced 75 percent of what we lost with I-695. I-695 is what killed half-hour service, he said.

Chairperson Abel said she understands the headways on Bainbridge Island allows for half hour service there.

Mr. Hayes said that works on the island because the ferries are about 50 minutes apart and KT operates a bus, the #100 route, that does an extra return trip between ferries.

Chairperson Abel asked if any other routes naturally lend themselves to that.

Mr. Hayes said the foot ferry does. He said an agency has to add buses in corresponding degrees to increase frequency of service in other areas.

Chairperson Abel mentioned the #5 schedule, which she said looks like it is a half-hour round trip, and goes by a large number of apartments.

Mr. Clauson said the #5 route is a half-hour round trip, but that the actual bus is shared with the #4 route, so only once an hour does it operate on the #5.

e. Radios

Mr. Clauson said the agency's current radio system, a Motorola trunk system on a former Motorola tower on Gold Mountain, was installed in the early 1980s. He said the tower has changed hands three times and that the current owner is not interested in maintaining a back-up power system. During some of the snows last winter, the tower lost power, and as a result, KT's radio system was down for days. He said while the radio system is older, it was upgraded in 2001. The power outage caused the loss of a lot of database information that cost a lot to re-create. Mr. Clauson said KT is working on alternatives, one of which Commissioner Endresen helped with; making an arrangement with CENCOM to move to its new tower. Unfortunately, there is an additional expense to that because now we share an antennae and the move to the CENCOM tower would require KT to buy its own antennae; for \$60,000, which includes installation. Mr. Clauson said there is also the issue of how to physically make the move. He said the agency's radio consultant has identified a potential solution; a similar radio system from the city of Newberg, Oregon which is likely to be surplus this spring. He said purchasing that system and installing it into the CENCOM tower would reduce the transition from the old to the new system. It would just be a matter of turning off the old system and turning on the new one, with just a few minutes of down-time. He said KT has been able to negotiate a one-year extension on the current lease arrangement, so we have some time. But, it is my goal to have a better system in place before next winter, Mr. Clauson said.

Chairperson Abel asked if KT could sell the existing system?

Mr. Clauson said the potential market for that is very poor, and that we should not expect to get more out of that than scrap prices. He noted that one of the problems with KT's current radio system is that parts are very difficult to find, so it is most likely someone would buy it for parts.

Commissioner Quade asked how KT would go about purchasing new equipment, after this five-year solution, as outlined in the memo.

Mr. Clauson said that would require us to replace all the equipment on Gold Mountain as well as all the equipment in all KT's vehicles, as the agency would be moving from analog to a digital system. We would like to explore that, he said, noting that other transit systems on the Olympic Peninsula are putting in radio systems combined with the fire and police departments. Mr.

Clauson said Pierce Transit is also in the process of replacing its radio system, so there might be some opportunity there to get a compatible system and share the new tower PT is installing in South Kitsap. He said all the options need to be explored and will take some time, but he noted that the eventual solution will be expensive.

Commissioner Kordonowy asked if this was a budgeted expense, and Mr. Clauson said it was.

f. Taxi Issues

Mr. Hayes said this issue can come before the board at a later time. He said the agency is proceeding with screenings for taxi drivers that support KT's *ACCESS* service. Mr. Hayes said there is also a process for screening taxi drivers offering services on the BTC deck and that staff would share that with the board in April. He said this is technically an issue for municipalities and said board members on city councils may want to be ready for this.

g. Wake Research Issues

Mr. Hayes said KT is getting a lot of support from Congressman Norm Dicks and U.S. Senator Patty Murray for the funding at the federal level but that it still looks like there may be some hiatus. Nonetheless, if the grants start coming in and there is some funding directed to this by the state, by early 2008 KT would be in a position to acquire the low wake prototype for which design work is going on right now. He said this is going remarkably well, given that there is no local money to support it. Mr. Hayes said a bill currently making its way through the State Legislature provides for a fund for POF, and KT has asked for that to fund both the wake research and the boat acquisition. He said those funds would truly not be available until early 2008 at the earliest as they would be realized by the sale of the Chinook and Snohomish, which the legislature would required be put up for sale by this summer.

In other legislative activity, he said KT's consultants are doing a good job. The \$2.4 million for the Harper park-and-ride lot is in the transportation budget, and they continue to work on right-of-way issues with the state Department of Transportation.

h. Support of Wellness Initiative

*RESOLUTION 07-07 permitting Kitsap Transit staff to develop a weight loss campaign for Kitsap Transit employees*

**Commissioner Endresen moved to approve Resolution 07-07 and Commissioner Kordonowy seconded the motion.**

Commissioner Brown said that with March madness upon us, he applauds KT for this weigh-off incentive as it provides a good alternative to basketball office pools. Commissioner Brockus

said may the biggest loser win.

**Chairperson Abel called for those in favor of the motion. All voted yes. Chairperson Abel called for those opposed to the motion. There were none.**

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

Chairperson Abel asked if any board members had any comments for the good of the order.

Commissioner Kordonowy suggested that KT or the board chair write a guest column in the newspaper about what the failure of the POF sales tax measure means to KT. She said we know

it means getting back to basics and maybe keeping our options open and she said an update to the community from our elected officials and KT leadership would be great to see.

At this point, Mr. Clauson recognized that CENCOM Director Ron McAfee was in the audience and noted to the board Mr. McAfee's assistance in KT's radio issues.

**12. OTHER PUBLIC COMMENT:** Chairperson Abel called for other public comment. There was none.

**13. ADJOURN:** At 10:51 a.m., Chairperson Abel adjourned the meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 17<sup>th</sup> day of April, 2007.

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Kim Abel, Chairperson

ATTEST:

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Cathie Knox-Browning  
Clerk of the Board