Bremerton FAC Meeting Notes

Date: Thursday, June 21, 2018
Time: 6:40 PM (1840)
Place: Harborside Building at Ferry Terminal
       Kitsap Transit 3rd Floor Conference Room
       (Access by elevator from parking levels)

Meeting came to order shortly after 1840.

<table>
<thead>
<tr>
<th>Members present:</th>
<th>Members excused:</th>
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<tbody>
<tr>
<td>Frank Nelson, chair</td>
<td>Judy-Rae Karlsen</td>
</tr>
<tr>
<td>DeDe Teal, Secretary</td>
<td>Linda Houlton</td>
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<td>Adam Brockus</td>
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Topics covered:

1. Judy-Rae could not be with us on our regular date. But as only two of us could make the date, was not an issue.

2. The agenda statement pretty much covered this topic. Next meeting will have outcome of Excon meeting.

3. Had provided the PAG/TAG handouts. No Questions as yet.

4. DeDe brought up comment she is hearing from fellow riders: They want to keep the Hyak instead of the Chimacum because the Hyak has cell service and a larger galley. I have heard the same. No action as no quorum to decide action.

5. This is first Meeting Notes (Minutes) being provided in Bremerton FAC format. Comments appreciated. Separately, a template being provided to DeDe for Secretary’s use in future meetings.

6. Next regular meeting will be July 19, the third Thursday of the month.

Meeting adjourned approximately 1920.

Frank Nelson
Bremerton FAC Chair
Welcome
Stephanie Cirkovich, Washington State Ferries (WSF) Community Services and Planning Director, facilitated introductions and welcomed the group to the fifth WSF 2040 Long Range Plan combined Technical and Policy Advisory Group (TAG and PAG) meeting.

Laura LaBissoniere Miller, meeting facilitator, reviewed the agenda and objectives, which included summarizing the community engagement progress, providing updates about key plan elements, and discussing preliminary recommendations for route-by-route service scenarios and vessel maintenance and replacement.

Community Engagement Update
Hadley Rodero, WSF Strategic Communications Manager, summarized community engagement activities and presented key comment themes to date, including: service reliability, planning for growth, accessibility and multimodal connections, technology and customer experience, and sustainability and resiliency.

Benjamin Smith, Seattle Department of Transportation (SDOT), asked for more information about route specific comments. Hadley explained WSF will share the final public involvement summary with PAG and TAG members next month, which will include route-by-route comments. She also mentioned WSF received only a few letters from agencies and organizations and encouraged the group to provide comments by May 24. In September, WSF will conduct another round of public meetings to share the draft plan and seek input.

Ray Deardorf, WSF Senior Planning Manager, reviewed the Long Range Plan timeline. WSF will submit a progress report to the Legislature by June 30. The plan will be developed this summer and released in September for a 45-day public comment period. The final plan is due to the Legislature January 1.

Ray Deardorf explained the consultant team evaluated existing conditions, best practices, and needs, and submitted draft recommendations to WSF. The following presentation reflects the consultant team’s preliminary findings and recommendations to WSF for several key plan elements.

Technology Assessment and Recommendations
Stephanie Cirkovich introduced the technology assessment and preliminary recommendations. The team identified gaps in technology and key priorities, including reliability, efficiency, and sustainability. Stephanie outlined potential strategies for the near-term (0-5 years), mid-term (5-10 years), and long-term.

PAG and TAG members provided the following questions and comments:

- Blake Trask, Cascade Bicycle Club, asked for clarification about the near term strategy “upgrade ticketing and reservation” and its relationship to dynamic pricing. Stephanie confirmed ticket technology and pricing are closely related. Kirsten Kissinger, KPFF Project Manager, added the
team is in the process of analyzing adaptive management strategies which will also address pricing.

- David Forte, Kitsap County & Peninsula Regional Transportation Planning Organization, expressed support for better technology.
- Brian Wood, Island County, asked about the feasibility of converting the fleet to hydroelectric power in three years. Ray clarified the team recommended converting three vessels in three years.

Vessel Maintenance and Replacement Assessment and Recommendations

Ray Deardorf introduced the state of the ferry fleet. Vessels have not been adequately maintained due to lack of funding, prioritizing maintaining service over maintenance, and lack of relief vessels. WSF needs to build 13 new vessels and currently does not have funding to build new ferries. Ray introduced Kirsten Kissinger, KPFF Project Manager, who provided an overview of key constraints, WSF vessel ages compared to other systems’ retirement age, and current retirement schedule. Kristen Kissinger presented the team’s preliminary recommendations to WSF to stabilize the fleet and review key policies.

PAG and TAG participants provided the following questions and comments about vessels:

- Frank Nelson, Bremerton Ferry Advisory Committee (FAC), asked if WSF factored in the large 10-year contract Vigor was awarded with the U.S. Army to build vessels and landing craft.
- Dave Hoogerwerf, Clinton FAC, questioned WSF’s ability to build 13 boats in 20 years, pointing out it currently takes seven years to build a new vessel.
- Russ Harvey, San Juan County, noted the first five boats slated for retirement are on the San Juan Islands’ routes.
- Chris Hammer, City of Bainbridge Island, asked if WSF would consider additional maintenance to extend vessels’ lifespan.
- Jim Corenman, San Juan County FAC, asked if maintaining service is a trade-off for maintaining vessels.
- Frank Nelson asked if WSF would consider leasing a vessel from another agency.
- Ralph Young, Coupeville FAC, asked if the process for building Olympic Class Ferries ended.
  - Matt Williamson, Elliott Bay Design Group, clarified WSF has an existing contract to build Olympic Class vessels.
- Phil Williams, City of Edmonds, asked how converting vessels to hybrid electric power would affect service.
  - Matt Williamson explained conversion would occur during the winter when more vessels are available to maintain service.

Level of Service

Carmen Bendixen, WSF Senior Transportation Planner, provided an overview of current level of service standards and proposed changes.

PAG and TAG participants provided the following questions and comments about ferry service:

- Blake Trask asked if pricing is included in potential Tier 1 strategies to accommodate growth.
- Brian Wood commented pricing incentives may cause increased congestion if more people drive instead of taking a ferry.
- Dave Hoogerwerf asked about how WSDOT’s door-to-door approach is reflected in level of service strategies. Specifically, strategies should encourage transit connections and walk-on passengers.
- Greg Beardsley, Vashon FAC, said half of the ferries traveling from Fauntleroy to Vashon are empty.
• David Forte said WSF should provide incentives to encourage walk-on passengers and not rely on partnerships.
• Blake Trask asked if WSF is currently implementing Tier 1 strategies.
• Benjamin Smith asked if WSF has ever reached Tier 2 and added vehicle capacity.
• Dave Hoogerwerf commented the current level of service standards are a service management asset and do not reflect customers experience. He added customers measure service level by the amount of time they wait for a boat.
• Blake Trask asked how WSF would manage bicycle demand with a reservation system.
  o Carmen confirmed we are recommending passenger and potentially bicycle level of service standards based on PAG and TAG feedback at the last meeting.
• Russ Harvey, San Juan County, asked if WSF would include vehicle seating in total seating capacity. He noted when it’s crowded, passengers often sit in their cars.
• Frank Nelson responded to Russ’ comment and said providing seating for all walk-on passengers is important.
• David Forte commented transit agencies typically measure total capacity, not seating capacity. Benjamin Smith clarified transit agencies have a time threshold for standing.
• Greg Beardsley said the map on Slide 22 should note some south Puget Sound routes experience greater vehicle congestion.

Update on Work to date for Additional Plan Elements
Ray Deardorf explained the updates on work to-date, including preliminary work to assess seismic conditions, emergency preparedness, and sustainability.

Charles Prestrud, WSF Special Projects Manager, presented WSF’s review of local and regional plans. He described key findings from policies in local plans, impacts from expected development, and transit and non-motorized connection plans.

Small Group Discussions
Laura LaBissoniere Miller provided a brief introduction and overview of the small group discussions. The goal of the exercise was to gather input to inform plan development on route specific service scenarios and vessel maintenance and replacement recommendations.

Route-by-route Service Scenarios
Ray introduced the preliminary operational service scenarios and explained potential strategies for each route. Laura LaBissoniere Miller facilitated the group discussion. The group provided input on their key priorities and concerns for service scenarios as WSF plans to accommodate growing ridership.

PAG and TAG members gave the following input on service scenarios:

• The group generally supported measuring level of service based on seating capacity and encouraged WSF to work closely with the Coast Guard to calculate passenger capacity.
• Relate performance metrics to Long Range Plan goals and consider the following alternatives for performance metrics: arrival instead of departure times, travel time reliability, and boat wait
• Prioritize moving people and goods more efficiently and focus on encouraging mode shift
  o Use pricing strategies to encourage non-vehicle commuting modes and offer lower fares for frequent users
  o Consider parking management strategies to encourage transit use and walk-on travel
  o Expand the vehicle reservation system to additional routes, considering route specific needs and lessons learned from existing reservations system
  o Integrate land use policies to provide seamless door-to-door service
• The group provided specific suggestions for the service scenario matrix:

  - ...
o Clearly outline potential strategies and clarify Tier 1 vs. Tier 2 strategies
o Add transit connections as a strategy for all routes
o Add a column for short-term and long-term goals
o Use a bicycle icon with the “promoting mode shift” icon and clear potential strategies

Vessel Maintenance and Replacement
Kirsten Kissinger explained the preliminary vessel retirement and replacement timelines and Hadley Rodero facilitated the conversation.

PAG/TAG members gave the following feedback:

- Both groups preferred the modified plus program.
- Ensure current program story is clear.
- Show impacts of routes to help decision makers.
- Add a line to the vessel retirement and replacement timeline for overall service reliability.
- Include cost/benefit of maintaining vessels to 60 years versus building new ones.
- Clarify and discuss what type of ferries WSF will build.
- Capture mode shift in vessel retirement and replacement timeline.
- Consider the unique needs of inter-island and multi-destination routes.
- Work with transit agencies to align ferry service with public transit service.
- Summarize the three preliminary vessel retirement and replacement timelines.

Report out
Hadley provided a recap of both group discussions on vessel maintenance and replacement and confirmed both groups prefer the modified plus program.

David Forte commented about stabilizing the service first and enhancing maintenance by maintaining regular service. He also stated everyone supported the modified plus plan.

Laura summarized both group discussions on route-by-route service scenarios. Participants requested clarity on potential strategies, offered alternative performance metrics, and suggested additional strategies, including expanding vehicle reservations and pricing to encourage mode shift.

Conclusion and Next Steps
Ray reviewed next steps and timeline, including developing major components of the plan ahead of the July 19 meeting.

Attendance:
Meeting Attendees:
- Demi Allen, Squeaky Wheels
- Greg Beardsley, Vashon FAC
- Jim Corenman, San Juan County FAC
- Eric ffitch, Port of Seattle
- David Forte, Kitsap County & Peninsula RTPO
- Jacqueline Gruber, Downtown Seattle Association
- Chris Hammer, City of Bainbridge Island
- Russ Harvey, San Juan County
- Chris Herman, Washington Ports
- Dave Hoogerwerf, Clinton FAC
- Jill Lazo, U.S. Coast Guard
• Ian Munce, City of Tacoma
• Frank Nelson, Bremerton FAC
• John Shambaugh, WSDOT NW Region
• Benjamin Smith, City of Seattle (SDOT)
• Blake Trask, Cascade Bicycle Club
• Richard Warren, Multimodal Planning Division, WSDOT
• Phil Williams, City of Edmonds
• Brian Wood, Island County & Island RTPO
• Ralph Young, Coupeville FAC

Participating by phone:
• Gil Cerise, PSRC
• Andrew Hamilton, Southworth FAC
• Max Henkle, Pierce Transit
• Kate Tourtellot, Community Transit
• Patrick Yearout, Ivars
• Phil H., WSDOT

Project Team:
• Carmen Bendixen, Washington State Ferries
• Stephanie Cirkovich, Washington State Ferries
• Ray Deardor, Washington State Ferries
• Colin McCann, Washington State Ferries
• Charles Prestrud, Washington State Ferries
• Hadley Rodero, Washington State Ferries
• Andy Bennett, KPFF
• Kristen Kissinger, KPFF
• John Waterhouse, Elliott Bay Design Group
• Matt Williamson, Elliott Bay Design Group
• Eileen Touch, Elliott Bay Design Group
• Laura LaBissoniere Miller, PRR
• Gracie Geremia, PRR
ALL:
Here are the notes from our last meeting. Please let me know if you have changes or additions.
Best Regards,
Dave

**Excon 6/28/2018**

Wednesday, June 27, 2018
11:21 PM

**Agenda**
FAC Executive Council
June 28, 2018
WSF Headquarters

<table>
<thead>
<tr>
<th>Time</th>
<th>Agenda Item</th>
<th>Presenter(s)</th>
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<tbody>
<tr>
<td>11:00</td>
<td>Call to Order</td>
<td>Walt, Dave</td>
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<tr>
<td>11:00 – 11:30</td>
<td>Long Range Plan</td>
<td>WSF - Ray</td>
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<tr>
<td>11:30 – 12:00</td>
<td>WSF Budget Process</td>
<td>WSF - Rick</td>
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<tr>
<td>12:00 – 12:30</td>
<td>Reservation System</td>
<td>WSF - Brian</td>
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<tr>
<td>12:30 – 13:00</td>
<td>WSF/FAC Agreement/Legislation</td>
<td>Senator Christine Rolfes</td>
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13:00 – 13:10 Break
13:10 – 13:40 FAC Excon only meeting continues Excon
- FAC/WSF Agreement and Legislation
- Communication needs
- Information needs
13:40 – 14:00 FAC Excon only meeting continues Excon
- Discuss LRP input on WSF Vessel replacement and LOS proposals

14:00 Adjourn Walt, Dave

**Notes:**
- Call-in number: Requested; PC: Requested
Colin will be in the room taking notes on any necessary WSF follow up. He will also help keep to the WSF portion of the schedule on time.

<table>
<thead>
<tr>
<th>Executive Council Roster</th>
<th>Attending?</th>
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<tbody>
<tr>
<td>Dave Hoogerwerf, Clinton</td>
<td>Yes</td>
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<td>Walt Elliott, Kingston</td>
<td>Yes</td>
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<td>Ralph Young, Coupeville</td>
<td>Yes</td>
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<td>Greg Beardsley, Vashon</td>
<td>Yes</td>
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<td>Gary Dawson, Fauntleroy</td>
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<td>Kevin Stoltz, Mukilteo</td>
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<td>Frank Nelson, Bremerton</td>
<td>Yes</td>
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<td>Tom Thiersch, Port Townsend</td>
<td>Yes</td>
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<td>Jim Corenman, San Juan Islands</td>
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<td>Peter Marshall, Bainbridge</td>
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<td>Ken Jones, Edmonds</td>
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<td>Andrew Hamilton, Southworth</td>
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<td>Jim English, Anacortes</td>
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**WSF Personnel:**

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<tr>
<th>Name</th>
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<tr>
<td>John Vezina</td>
<td>No</td>
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<tr>
<td>Ray Deardorf</td>
<td>Yes</td>
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<tr>
<td>Stephanie Cirkovich</td>
<td>No</td>
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<td>Amy Scarton</td>
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**Guests:**

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<tr>
<th>Name</th>
<th>Affiliation</th>
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<tr>
<td>Senator Rolfes</td>
<td>Washington State Senate</td>
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**Meeting Summary**

1. Ray Deardorf
   
ah. Vessel allocation Chart - (Same as the one handed out at the PAG/Tag)
   
   i. Consultant assessment of the fleet
   
   ii. States what needs to be replaced, not how
   
   iii. July meeting (PAG) will say how and more details on vessel planning
   
   iv. Red shows vessels that are at risk and when they are at risk.
   
   v. Current Plan Chart -
      
      1. Issaquah class starts "in risk" in 2025
      
      2. This program shows us one vessel short, which leads to "Modified Plan"
   
   vi. Modified Plan -
      
      1. Solves the "one boat short" problem.
      
      2. Extends some boats to do that. (red/green overlap lines).
   
   vii. Modified Plus Chart
1. Build new Olympic boats as fast as possible
2. New boats start coming online in 2022/2023, assuming a 2019 go-ahead
3. Necessary to minimize risk of "at risk" boats
5. Two additional boats help with the "at risk" problem of breakdowns.
6. July meeting will address growth and additional boats
7. WSF will take care of briefing local elected officials
8. "Screams for the need for 5 new vessels immediately" - Ray
9. Progress report to be delivered to Legislature "next week"

viii. Level of Service
1. Less need to measure wait times because of reservations (some pushback on this statement from members).
2. Ray - "The July meeting will cover a change to the car wait times. This approach (measuring the wait times) was recommended by the consultants"
3. July's meeting will also talk about additional vessels for growth and maintenance needs

b. WSF Budget discussion - Rick
   i. Biennial budget and supplemental budget in off years.
   ii. Handout that shows total DOT budget and the piece that is ferries
      1. A second chart shows the revenue sources
   iii. New propulsion systems are categorized as maintenance
   iv. Requested two reports:
      1. What is the trend on "administrative costs"
      2. What is the FTE headcount trend
      3. Rick said he would give us both of these data reports.
   v. Fuel hedging is working in our favor with fuel going up
   vi. Operations budget is over for this year by about $3.6M 11 months into a 24 month biennium.
      1. Labor is the biggest part of this. Not enough straight time labor, so they have to use overtime. They are not allowed to budget for overtime. OFM agrees that a change is needed, convincing the legislature is a problem.
      2. Revenue is holding true to forecast
      3. Maintenance, boat moving, aging IT infrastructure are problems.
      4. Slowing boats down appears to be saving some fuel costs. Data has just started coming in.
   vii. What are issues for the next budget submission?
      1. Due to OFM August 31.
      2. Mid Dec, Governor submits.
      3. Seattle terminal needs full funding.
      4. More for vessel construction
      5. Hybrid/electric conversion $$
      6. 5th Olympic class vessel
      7. $45M could come to WSF from the Volkswagen settlement
IT - Brian

1. Reservation System
   a. Some challenges this year
   b. High demand has been seen
   c. Saw about 1.5X of users, rather than the 10% growth that was predicted.
   d. They have opened a case with Microsoft to help handle the loads
   e. In-house built using SQL database (Microsoft), local servers in WSF basement. Uses a load balancing system that is not scalable enough. MS will recommend a cloud conversion.
   f. Jim C - no enhancements lately.
      i. Needs specific customer enhancements
   g. MS did recommend some code efficiencies, which they have done some of them.
   h. Tom - How to measure long term demand with a reservation system (capture riders that were turned away).
   i. Tom - Terminal supervisor says some boats sail less than full. Change the % reservation number to better accommodate weather, etc.
   j. Walt - is WSF planning to expand the reservation system? Brian said they would have to look at expanding the system to make that happen.
      i. Could doing commercial-only help? Brian - No. Infrastructure would have to be installed anyway.
      ii. Is the solution being looked at in the LRP. Brian - Yes it is.
   k. Ralph - 3 outages and upgrades during the day. Brian: Yes, there were daytime issues that needed restart. Planned upgrades are done at night.
   l. Walt: electronic sign are not accurate nor timely. Brian: LRP is addressing better information and signage requirements.
   m. He says they have put off a new ticketing system in this budget cycle. No commercial off-the-shelf (COTS) system exists that meets their needs.
   n. Tom: automatic vehicle measurement system? Brian: need 100 feet of straight roadway to implement, but nothing is ready today.

2. Senator Rolfes
   a. She assumed that the work was going forward on the MOU. Ferries said they were waiting for us and we said we were waiting for them.
   b. Greg - Vashon FAC is in turmoil with appointing authorities. The legislation was drafted to fix that.
   c. Dave stated that WSF has unilaterally implemented the items they wanted. Single Point of Contact (SPOC) and provision of data.
   d. Path forward
      i. Work with WSF on the details of the legislation
ii. Modify the 2008 agreement
iii. She wants to acknowledge the work that WSF did on the MOU.

e. Andrew asked why the SPOC is a problem. Examples were cited.
   i. Org charts
   ii. Terminal manager access
   iii. List of available reports

f. Andrew said they have gotten good response for information for data.
   i. John allowed give and take on data response

g. Jim C. - He finds that asking for data is difficult, and finds push-back.
h. Walt: the narrow orifice is sometimes the problem. Trying to push data through a small hole can be a problem.
i. Walt: things worked pretty good under David Mosely. What changed? WSF, not the FAC.
[edited]
o. "Don't get caught up in legislation, work on the LRP"

3. Excon follow-up.
   a. Sen Rolfes left with the idea that there is a problem with John as a liaison.
   b. She wants us to work more closely with our local elected officials to air issues.
   c. Jim: he has a positive relationship with John and Amy.
[edited]
d. Tom will follow up on a PRR to John because it is late now.

4. Dave: We need to lobby Ray to ensure LOS changes are needed in the LRP. It's important and needs to be strong in the LRP for LOS.

5. Adjourned at 2:03
**Meeting objectives:**

- Provide update on plan development and progress report to Legislature
- Review and discuss draft plan elements and fall community engagement plan

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<tr>
<th>Time</th>
<th>Item</th>
<th>Lead</th>
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<tr>
<td>10:00 a.m.</td>
<td>Welcome and introductions</td>
<td>Stephanie Cirkovich, WSF Community Services and Planning Director</td>
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<tr>
<td>10:10 a.m.</td>
<td>Review agenda and meeting objectives</td>
<td>Hadley Rodero, Strategic Communications Manager and Facilitator</td>
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<td>10:15 a.m.</td>
<td>Progress report to Legislature</td>
<td>Amy Scarton, WSF Assistant Secretary</td>
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<tr>
<td>10:30 a.m.</td>
<td>Review Draft Plan elements</td>
<td>Ray Deardorf, WSF Senior Planning Manager</td>
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<tr>
<td>Noon</td>
<td>Lunch break</td>
<td>All</td>
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<tr>
<td>12:20 p.m.</td>
<td>Review Draft Plan elements (Continued)</td>
<td>Ray Deardorf, Kristen Kissinger, KPFF Project Manager</td>
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<tr>
<td>1 p.m.</td>
<td>Budget and investment needs</td>
<td>Carla Sawyer, Finance Consultant</td>
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<tr>
<td>1:40 p.m.</td>
<td>Preview fall community engagement plan</td>
<td>Hadley Rodero</td>
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<tr>
<td>1:55 p.m.</td>
<td>Next steps</td>
<td>Ray</td>
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<tr>
<td>2:00 p.m.</td>
<td>Adjourn</td>
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