



BOARD OF COMMISSIONERS MEETING AGENDA

Date: July 5, 2022

Time: 8:30AM – 10:00AM

Kitsap Transit Board of Commissioners will continue to meet virtually via Zoom until further notice. Information on listening/viewing and providing public comment can be found on Kitsap Transit's website. Pursuant to the Open Public Meeting Act, Kitsap Transit's Conference Room at 60 Washington Avenue #200, Bremerton will be made available for in-person public attendance.

Page

1. CALL TO ORDER

2. AGENDA REVIEW

3. CHAIRPERSON'S COMMENTS

4. CONSENT / ACTION ITEMS

All matters listed on the Consent Agenda have been distributed to the Board, are considered routine and will be enacted by one motion with no separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the regular agenda by a Board member.

- | | |
|---|----|
| a. Warrants for May 2022 | 1 |
| b. Minutes of June 7, 2022 Board Meeting | 2 |
| c. Resolution No. 22-38, 3 rd Quarter Capital and Operating Procurements | 8 |
| d. Resolution No. 22-39, Citizens Advisory Committee Member Reappointment | 10 |

5. FULL DISCUSSION / ACTION ITEMS

- | | |
|---|----|
| a. Public Hearing: Fare Policy Changes – Youth 18 and Under Free Fare | 12 |
| • Resolution No. 22-40, Fare Policy Changes | |
| b. Resolution No. 22-41, ATU 587 Collective Bargaining Agreement Extension | 53 |
| c. Resolution No. 22-42, Non-Represented Salary Schedule | 56 |
| d. Resolution No. 22-43, Contract Award – All-Electric Ferry Design & Cost Estimate | 63 |
| e. Resolution No. 22-44, BI Ride Joint Marketing ILA with City of Bainbridge Island | 66 |

6. EXECUTIVE DIRECTOR ITEMS

7. PROGRESS REPORTS

- | | |
|---|----|
| a. Draft Financial Reports through May 2022 | 73 |
| b. Capital Work in Progress | 76 |
| c. Fuel Costs Report through the end of June 2022 | 79 |

8. STAFF INFORMATION / EMPLOYEE RECOGNITION:

Transit Board Meeting Agenda July 5, 2022

- | | |
|---|----|
| a. June 2022 Report from KT Lobbyist | 80 |
| b. 2 nd Quarter Goals Update | 81 |
| c. Recognizing the May Driver of the Month in <i>ACCESS – Burch, Dave</i> | 82 |
| d. Recognizing the May Worker/Driver of the Month – <i>Lachelt, Todd</i> | 83 |

9. PUBLIC COMMENTS

Please state your name for the record. You will have 3 minutes to address the Board.

10. FOR THE GOOD OF THE ORDER: Transit Board members' comments

11. ADJOURN

The agenda packets are available online at www.kitsaptransit.com and available in large-print format upon request. If you will need accessibility accommodations for this public meeting, please contact the Clerk of the Board at (360) 478-6230 or via email at jillb@kitsaptransit.com by noon on the Wednesday before the meeting.



MEMORANDUM

TO: The Kitsap Transit Board of Commissioners
DATE: July 5, 2022
SUBJECT: Ratification of Cash and Registered Warrants

I, the undersigned, do hereby certify to the best of my knowledge, under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claim is a just, due and unpaid obligation against Kitsap Transit, and that I am authorized to authenticate and certify to say claim.

Paul Shinnars, Finance Director

Warrants audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing that has been made available to the Board of Commissioners.

As of this date July 5, 2022, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for the period May 1, 2022 through May 31, 2022:

- Warrant numbers transit fund 160717 to 161057 of \$1,451,362
- Warrant numbers ferry fund 605051 to 605178 of \$2,467,334
- Payroll transfers of \$2,473,939
- ACH clearing account payments of \$43,853
- Travel Account Disbursements of \$354

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 5th day of July.

Edward Wolfe, Chair

ATTEST:

Jill A. Boltz, MMC
Clerk of Board

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

MINUTES OF JUNE 7, 2022

Board of Commissioners Present:

Deets, Joe, Council Member, City of Bainbridge Island
Erickson, Becky, Mayor, City of Poulsbo, **Vice Chair**
Fuller, Mark, Teamsters Local No. 589, *non-voting member*
Garrido, Charlotte, Kitsap County Commissioner
Gelder, Robert, Kitsap County Commissioner
Mockler, Anna, Council Member, City of Bremerton
Putansuu, Robert, Mayor, City of Port Orchard
Schneider, Leslie, Mayor, City of Bainbridge Island
Wheeler, Greg, Mayor, City of Bremerton
Wolfe, Edward, Kitsap County Commissioner, **Chair**

Staff Present:

Sanjay Bhatt, Marketing Director; Michael Bozarth, Operations Director; Jill Boltz, Clerk of the Board; John Clauson, Executive Director; Steffani Lillie, Service & Capital Development Director; Mary Pauly, Human Resources Director; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Ray Scott, Marine Services Director; Paul Shinnors, Finance Director.

Also Present: David Weibel, Legal Counsel

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

Clerk of the Board Boltz shared the following opening statement: This meeting of the Kitsap Transit Board of Commissioners is being held virtually in accordance with the Open Public Meetings Act. In addition to the numerous resources provided for the public to listen, view and provide comment for this meeting, in-person attendance for the public is now available. The meeting will also be recorded and available for viewing at the public's convenience on the Kitsap Transit website or through Bremerton Kitsap ACCESS Television. This information was provided to the public through regular distribution of the agenda, posting on Kitsap Transit's website and Rider Alert.

The public was invited to submit written comments to be included in the record by 4:00PM on June 6, 2022, to myself, Jill Boltz, Clerk of the Board. No comments were received. The Board will also take comments from the public at the designated time on the agenda. When called upon, please state your name for the record and you will have (3) three minutes to address the Board.

2. AGENDA REVIEW

None.

3. CHAIRPERSON'S COMMENTS

None.

4. CONSENT/ACTION ITEMS

- a. Warrants for April 2022
 - Warrant numbers transit fund 160437 to 160716 in the amount of \$1,571,383
 - Warrant numbers ferry fund 604939 to 605050 in the amount of \$1,990,876
 - Payroll transfer in the amount of ~~\$1,988,440~~ \$1,995,566
 - ACH clearing account payments in the amount of \$41,422
 - Travel Advances of \$5,267
- b. Minutes of May 3, 2022 Board Meeting

Executive Director Clauson pointed out the scrivener's error in payroll transfers. The correct amount is \$1,995,566.

Commissioner Putaansuu moved and Commissioner Deets seconded the motion to approve the Consent Agenda with the correction of the scrivener's error in payroll transfer. Discussion: None. Motion passed unanimously.

5. FULL DISCUSSION /ACTION ITEMS:

- a. *Presentation: Long Range Transit Plan*

Transportation and Land Use Planner Edward Coviello introduced James Gamez and Joe Poirier, Nelson\Nygaard. Coviello spoke to the extensive public outreach and the public and customer comments that will be shared in the presentation.

Gamez provided an overview of the Long-Range Transit Plan (LRTP), project timeline, community survey results and feedback from respondents, and LRTP scenarios presented to the public with associated revenue impacts. The service investments will also require associated capital projects including facilities, bus-stop improvements, mobility hubs, and speed, reliability, and technology improvements. Coviello asked the Board for comments and input prior to final board review and adoption in the Fall.

Executive Director Clauson acknowledged Gamez, Poirier and KT staff for work on the plan and thanked everyone for the process and outcome. Clauson reiterated the need for Board comments either now or by contacting staff later for incorporation into the plan.

Commissioner Deets asked if there was any indication as to expansion of routes for various areas. Gamez stated there were some open-ended comments about additional routes and noted that all the survey responses and open-ended comments will be provided.

Commissioner Mockler asked about the definition of high-capacity transit (HCT). Coviello explained that in the Puget Sound area specifically, the light rail in Seattle would be an example of HCT. The service runs over 16 hours per day, holds hundreds of people per train and offers 15-minute frequency. For Kitsap, it would be bus rapid transit, which would mimic light rail stops with frequency and level/ADA boarding, etc. From a planning perspective, Puget Sound Regional Council (PSRC) is using the definition of HCT to steer employment and population growth toward HCT lines. The three planning areas in Kitsap County are Poulsbo to Bainbridge (SR305), Silverdale to Bremerton (SR303), and Port Orchard Ferry Terminal via Bethel Avenue. As the comprehensive planning cycle begins, it will be necessary to look at these corridors and zone accordingly.

Mockler noted the survey showed the greatest interest was in modest investment and asked if the question was posed prior to knowing how much the sales tax increase would be. Gamez stated yes, more information was provided as the survey progressed.

Mockler asked if the break down in interest (greatest to least) was by also broken down by geography. Gamez stated it was broken down and can be provided at a later date.

Commissioner Erickson stated a lot of time has been spent at PSRC and watching Sound Transit spend hundred of millions of dollars on right-of-way acquisition for future capacity. The hope is that the KT Board would have a conversation about the high-capacity lines as outlined and the future for transit and mobility along those lines. There needs to be foresight and an analysis of right-of-way.

b. Presentation: Federal Funding Methodology Distribution Update

Executive Director Clauson introduced Josh Brown, Executive Director of Puget Sound Regional Council (PSRC), who will be presenting the process and formulas used for distribution of federal funding, which is also a planned discussion at PSRC level.

- Federal funding accounts for 10 percent of revenue sources for transit agencies.
- Federal Transit Administration (FTA) vs Federal Highway Administration (FHWA) dollars.
- Funding distribution in Seattle-Tacoma-Everett UZA by transit agency.
 - Questions have arisen on whether the process for dividing the funding in the Seattle urbanized area is fair, equitable and balanced.
 - Questions on the fairness in using the earned share methodology for the \$2 billion in federal direct funding allocation.
- Next steps include briefing PSRC Transportation Policy Board.

Clauson thanked Brown for the presentation and reiterated this will be a discussion item at PSRC with potential creation of a work group and asked Commissioner Erickson, as the PSRC Vice President, to share any comments.

Commissioner Erickson stated that some organizations feel they have not received a fair share of the federal dollars primarily due to a lack of understanding on how the numbers are calculated.

Commissioner Putaansuu asked for confirmation that this will not affect Bremerton UZA funding. Brown confirmed that Kitsap Transit is the only agency eligible, and it is anticipated the \$1.2 million (2021) will grow due to the expansion of the fast ferry program.

c. Resolution No. 22-35, Worker/Driver Replacement Contract

Executive Director Clauson explained this Resolution approves the collective bargaining agreement for Worker/Driver program represented by the Teamsters. Clauson extended thanks to our staff as well as Teamsters Local 589 for beginning the process early and working on and reaching a tentative agreement prior to the contract expiration. This is a three-year agreement with 4.5 percent wage increase the first year and wage reopeners the next two. Clauson clarified there is a scrivener's error in the Resolution; the three-year term should be May 16, 2022, through May 15, 2025.

Commissioner Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-35, approving the replacement contract for Worker/Drivers, effective May 16, 2022 reflecting scrivener's error in term of contract. Discussion: None. Motion passed unanimously.

d. Resolution No. 22-36, Bid Award – M/V Lady Swift Engine Removal & Rebuild

Executive Director Clauson explained this Resolution is requesting permission to award a contract to Pacific Fishermen Shipyard, LLC for the Lady Swift engine rebuild.

Commissioner Putaansuu moved and Commissioner Deets seconded the motion to adopt Resolution No. 22-36, authorizing staff to contract with Pacific Fishermen Shipyard and Electric for the replacement and rebuilding of the main engines on the M/V Lady Swift in the amount of four hundred forty four thousand nine hundred fifty nine dollars (\$444,959).

Discussion: Gelder questioned the redundancy and back up for this particular vessel. Clauson stated this process will use engines currently in our inventory. When the engines come out of the of the Lady Swift, they will be rebuilt and will be put in the warehouse.

Motion passed unanimously.

a. Resolution No. 22-37, Designating June 2022 as Ride Transit Month

Executive Director Clauson explained this Resolution designates June as Ride Transit Month, a program developed by Transportation Choices Coalition.

Commissioner Gelder moved and Commissioner Schneider seconded the motion to adopt Resolution No. 22-37, designating June 2022 as Ride Transit Month and encouraging

localities, schools, nonprofit organizations, businesses, and other entities, along with the people of Kitsap County, to observe Ride Transit Month and promote public transportation.

Discussion: Mockler stated this is a fantastic idea and asked if this the first time this has been launched. Clauson stated he believes this is the first event through Transportation Choices. Mockler asked if there will be any collection of data to determine if there is an increase in ridership. Clauson stated he was not certain, but it is more of an encouragement to the community to take advantage of public transit this month.

Motion passed unanimously.

EXECUTIVE DIRECTOR ITEMS

Executive Director Clauson gave an update on the following:

- National Safety Council has selected one of our operators, Val Quill, as recipient of 2022 Joseph M. Kaplan Safe Driver of the Year Award for the Pacific Region. Quill will be recognized at national event in San Diego, CA. Clauson stated he had an opportunity to talk with her last night to let her know about the award and attendance at the event.
- Fuel Stabilization Reserve Update – in response to Mayor Erickson’s request for information on stabilization fund. The average is currently \$3/gallon. Finance Director Shinnars has done an estimate with average \$4.30 at the end of 2022. With the creation of the Fuel Stabilization account and the projection for the estimated average, there should still be a remaining balance at end of year.
- Ridership – starting to see increase in ridership. A quick calculation through April shows about 52 percent of ridership pre-Covid. Commissioner Putaansuu spoke to the ridership on KT’s Southworth boat. Commissioner Erickson spoke to the potential for increased ridership with rising fuel costs.

6. PROGRESS REPORTS

- a. Draft Financial Reports through April 2022
- b. Capital Work in Progress
- c. Fuel Costs Report through the end of May 2022

7. STAFF INFORMATION / EMPLOYEE RECOGNITION

- a. May 2022 Report from KT Lobbyist
- b. 1st Quarter 2022 System Performance Report
- c. 1st Quarter 2022 Financial Report – Transit
- d. 1st Quarter 2022 Financial Report – Ferry
- e. Recognizing the April Driver of the Month in Routed – Helen Henry
- f. Recognizing the April Driver of the Month in ACCESS – Robert Pilon
- g. Recognizing the April Worker/Driver of the Month – Jason Kehm

PUBLIC COMMENTS

No comments.

10. GOOD OF THE ORDER

Commissioner Mockler spoke to the increased ridership in Bremerton is due to Washington State Ferries (WSF) running a one boat service.

Commissioner Garrido asked Clauson to give great kudos to Val [Quill] from the Board.

11. CLOSED SESSION – Collective Bargaining, Pursuant to RCW 42.30.140(4)(a)

12. ADJOURN: At 9:50AM Chairperson Wolfe adjourned the regular meeting. Board Members will reconvene into a Closed Session. No action will be taken.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 5th day of July 2022.

Edward Wolfe, Chairperson

Jill A. Boltz, MMC
Clerk of the Board



Board of Commissioners Agenda Summary

MEETING DATE: July 05, 2022

AGENDA ITEM: Resolution No. 22-38, 3rd Quarter Approval of Capital and Operating Procurements

SUBMITTED BY: Paul Shinnars

TITLE: Director

DEPARTMENT: Finance

**EXHIBITS/
ATTACHMENTS:** Resolution No. 22-38

BUDGETARY IMPACT *(if applicable)*

BUDGETED: _____

EXPENDITURE REQUIRED: _____

FUNDING SOURCE: Capital/Operating

REVIEWED BY: Executive Director

MEETING DATE: _____

RECOMMENDATION: Approve

COMMENTS:

**SUMMARY
STATEMENT**

In an effort to streamline and expedite the procurement process, staff consolidates a list of capital projects, assets and services for the Board of Commissioners to authorize staff to begin the process of advertising and competitively bidding select projects each calendar quarter. All projects included on the list are in the approved capital and/or operations budget, unless otherwise noted, for 2022. The awards for these projects will be brought forth to the Kitsap Transit Board of Commissioners for final approval in accordance with approved procurement policies.

**RECOMMENDED
ACTION/MOTION:**

MOTION: Move to Adopt Resolution No. 22-38, authorizing staff to go to bid for the items listed in the third quarter procurement list.

RESOLUTION NO. 22-38

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO ADVERTISE AND SEEK BIDS FOR PROJECTS AND PROCUREMENTS DURING THE THIRD QUARTER OF 2022

WHEREAS, in an effort to streamline and expedite the procurement process, staff consolidates a list of capital projects, assets and services for the Board of Commissioners authorizing staff to begin the process of advertising and competitively bidding select projects each calendar quarter; and

WHEREAS, unless noted otherwise, all procurements presented in this resolution are included with in the 2022 operating or capital budget as approved by the Board through Resolution 21-67; and

WHEREAS, for the third quarter of 2022, staff is requesting permission to advertise and seek bids for the following budgeted procurements:

- Replacement Jets for the MV Finest
- Bus Simulator (unbudgeted)

WHEREAS, bonding requirements for each capital project is one hundred percent (100%) unless staff otherwise reviews and requests alternate bonding levels with the Board of Commissioners; and

WHEREAS, upon completion of each procurement, staff will subsequently ask the Board of Commissioners for their final review and approval of contract award in accordance with the procurement policy and procedures; and

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to advertise and seek bids for capital projects, assets, and services as presented.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 5th day of July, 2022.

Edward Wolfe, Chairperson

ATTEST:

Jill A. Boltz, MMC
Clerk of the Board



Board of Commissioners Agenda Summary

MEETING DATE: July 05, 2022

AGENDA ITEM: Resolution No. 22-39, Citizens Advisory Committee Member Reappointment

SUBMITTED BY: John Clauson

TITLE: Executive Director

DEPARTMENT: Executive

**EXHIBITS/
ATTACHMENTS:** Resolution No. 22-39

BUDGETARY IMPACT *(if applicable)*

BUDGETED: _____

EXPENDITURE REQUIRED: _____

FUNDING SOURCE: _____

REVIEWED BY: Executive Director

MEETING DATE: _____

RECOMMENDATION: Approve

COMMENTS:

**SUMMARY
STATEMENT**

The Citizens Advisory Committee (CAC) has a representative whose term is expiring at the end of June. James Kinnison is a member representing the Peninsula Council for the Blind. Staff requested the representative submit an updated application to confirm continued interest in the Committee. The application was returned and reviewed by staff and Committee Chair. Staff recommends renewing the membership, extending two years from the most recent expiration date, to maintain an experienced Committee.

**RECOMMENDED
ACTION/MOTION:**

MOTION: Move to adopt Resolution No. 22-39, renewing the membership of James Kinnison to the CAC for another two-year term.

RESOLUTION NO. 22-39

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS
CONFIRMING THE REAPPOINTMENT OF A MEMBER TO THE KITSAP TRANSIT
CITIZENS ADVISORY COMMITTEE

WHEREAS, by Resolution 91-91, the Board of Commissioners of Kitsap Transit authorized the Citizens Advisory Committee (CAC) to determine the makeup of its committee to ensure regular participation by representative groups of Kitsap residents; and

WHEREAS, the term of James Kinnison, Peninsula Council for the Blind, has come up for renewal; and

WHEREAS, Mr. Kinnison has expressed an interest in continued membership on the CAC; and

WHEREAS, Kitsap Transit staff requested and received an updated application from Mr. Kinnison; and

WHEREAS, due to the current pandemic and temporary suspension of CAC meetings, staff and the Chair of the committee agreed to reappoint Mr. Kinnison for another two-year term; and

WHEREAS, staff recommends the reappointment of James Kinnison for another two-year term as reflected below in order to maintain an experienced committee;

James Kinnison	Peninsula Council for the Blind	June 2024
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NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners that James Kinnison be reappointed to the Kitsap Transit Citizens Advisory Committee for a two-year term beginning on the original expiration date.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 5th day of July, 2022.

Edward Wolfe, Chairperson

ATTEST:

Jill A. Boltz, MMC
Clerk of the Board



Board of Commissioners Agenda Summary

MEETING DATE: July 05, 2022

AGENDA ITEM: Resolution No. 22-40, Fare Policy Changes - Youth Free Fare

SUBMITTED BY: John Clauson

TITLE: Executive Director

DEPARTMENT: Executive

**EXHIBITS/
ATTACHMENTS:** Resolution No. 22-40
Public Comments

BUDGETARY IMPACT *(if applicable)*

BUDGETED: _____

EXPENDITURE REQUIRED: _____

FUNDING SOURCE: _____

REVIEWED BY: Executive Director

MEETING DATE: _____

RECOMMENDATION: Approve

COMMENTS:

**SUMMARY
STATEMENT**

Changes in Kitsap Transit's Fare Policy require proper notification to establish a public public comment period, public outreach and to set public hearing date and time. Staff is recommending the implementation of a free fare for youth eighteen (18) years of age and younger. Changes adopted by the Resolution No. 22-40, will be effective September 1, 2022.

NOTE: The changes to the VanPool fare structure have been postponed for further review. A public hearing will be scheduled at a later date with recommended changes provided to the public and presented to the Board for adoption. This public hearing is specific to the youth free fare implementation and other minor revisions to the fare policy.

**RECOMMENDED
ACTION/MOTION:**

MOTION: Move to adopt Resolution No. 22-40, adopting changes to Kitsap Transit's Fare structure as presented and included in Exhibit A, effective September 1, 2022.

RESOLUTION NO. 22-40

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING CHANGES TO KITSAP TRANSIT'S FARE STRUCTURE TO INCLUDE FREE FARE FOR YOUTH EIGHTEEN (18) YEARS OF AGE AND YOUNGER

WHEREAS, Washington State legislative package, known as "Move Ahead Washington," has provided funding for transit agencies who implement free fares to riders eighteen (18) years of age and younger; and

WHEREAS, staff has been working with ORCA participating transit agencies for the coordination and implementation of the Youth Free Fare Program; and

WHEREAS, changes to Kitsap Transit's fare structure requires a public process including outreach and public comment period prior to holding a public hearing; and

WHEREAS, staff established the public hearing date of July 5, 2022, and advertised accordingly, and

WHEREAS, staff established a public comment period of June 5, 2022, through July 5, 2022; and

WHEREAS, staff provided information and public outreach through Kitsap Transit's social media channels, website and two Community Meetings held virtually on June 15, 2022.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorize changes to Kitsap Transit's fare structure implementing free fare for youth eighteen (18) years of age and younger as presented and outlined in Exhibit A attached, effective September 1, 2022.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 5th day of July, 2022.

Edward Wolfe, Chairperson

ATTEST:

Jill A. Boltz, MMC
Clerk of the Board

KITSAP TRANSIT FARES

GENERAL KITSAP TRANSIT FARE STRUCTURE

1. The Routed, Kitsap Transit Foot Ferry (KTFF), and ACCESS fares are as follows:

Routed Service (including KTFF)	ACCESS Service
Cash Fares <div>Base Fare \$2.00</div> <div>Reduced Fare \$1.00</div>	Cash Fare <div>Base Fare \$2.00</div> <div>Surcharge for Outlying Areas * \$1.00</div>
Day Passes <div>Bus Pass \$5.00</div> <div>Reduced Fare Bus Pass \$2.50</div>	Day Passes <div>Bus Pass \$5.00</div> <div>Reduced Fare Bus Pass \$2.50</div>
Monthly Passes <div>Bus Pass \$50.00</div> <div>Reduced Fare Bus Pass \$25.00</div>	Monthly Passes <div>Reduced Fare Bus Pass \$25.00</div>
Yearly Passes ** <div>Bus Pass \$300.00</div>	Yearly Passes ** <div>Bus Pass \$300.00</div>
Transfers Paper transfers for cash-paying customers valid for connecting route needed to complete one-way trip. Transfer with use of e-purse on valid ORCA Smart Card.	Transfers Valid for connecting route needed to complete one-way trip or provide connection to fixed route system
New Service Free For remainder of month	New Service Free For remainder of month

* Surcharge only applied to trips originating in or traveling to outlying areas

** To be used only in conjunction with the Federal Employee Transportation Incentive Program and WSF

2. Fares for Worker/Driver buses are as follows:
 - a. One-way cash fare – \$3.00
 - b. Monthly Worker/Driver Pass – \$97.00
3. Vanpools: See attached chart
4. Parking
 - a. \$5.00 cash price per day at Annapolis
 - b. Monthly parking permits available for Annapolis for \$80/month
5. Vulnerable Population Free-Fare Tickets
 - a. Valid only on Kitsap Transit Routed Buses and Kitsap Transit Foot Ferry
 - b. One-way ride, but eligible for transfers to connecting bus or ferry
 - c. Distributed by Kitsap Community Resources

6. Fares for Cross-Sound Passenger-Only Ferry (POF) are as follows:

Eastbound		Westbound	
Cash Fares		Cash Fare	
	Base Fare \$2.00		Base Fare \$10.00
	E-Purse (ORCA) \$2.00		E-Purse (ORCA) \$10.00
	Reduced Fare \$1.00		Reduced Fare \$5.00
	Reduced Fare (ORCA) \$1.00		Reduced Fare (ORCA) \$5.00
Monthly Passes		Monthly Passes	
	Ferry Only Pass \$168.00		Ferry Only Pass \$168.00
	Reduced Fare Ferry Only Pass \$84.00		Reduced Fare Ferry Only Pass \$84.00
	KT Bus and POF \$196.00		KT Bus and POF \$196.00
	Reduced Fare KT Bus and POF \$98.00		Reduced Fare KT Bus and POF \$98.00
Transfers Paper transfers for cash-paying customers will not be accepted on or issued from POF. Transfer with use of e-purse on valid ORCA Smart Card.		Transfers Paper transfers for cash-paying customers will not be accepted on or issued from POF. Transfer with use of e-purse on valid ORCA Smart Card.	
New Service Free		New Service Free	
For remainder of month		For remainder of month	

SPECIAL FARE PROGRAMS AND
MISCELLANEOUS FARE-RELATED ISSUES

- I. **Senior:** Persons age 65 and older. Passengers holding a Regional Reduced Fare Permit receive a reduced cash fare (half fare) on Routed Service. Medicare cards or other valid proofs of age are accepted as a means to obtain a Regional Reduced Fare Permit, which then entitles passenger to a reduced fare (half fare) on Routed Service.
- II. **Disabled:** Persons with Americans with Disabilities Act (ADA)-qualified disability. Passengers holding a Regional Reduced Fare Permit receive a reduced cash fare (half fare) on Routed Service. Medicare cards or other valid proofs of disability are accepted as a means to obtain a Regional Reduced Fare Permit, which then entitles passenger to a reduced fare (half fare) on Routed Service.
- III. **Personal-Care Attendant:** Attendant traveling with eligible disabled customer -- free of charge.
- IV. **Youth:** Persons, including but not limited to students, ~~age six (6) through age eighteen (18)~~ eighteen (18) and under -- ~~reduced fare~~ free of charge.
- ~~V. **Child:** Up to four (4) children, age five (5) or under, accompanied by a fare-paying, responsible individual -- free of charge.~~
- ~~VI. V.~~ **Public Safety Officer:** Any of the region's law enforcement officers or firefighters, whether or not in uniform or on duty and whether or not the officer's jurisdiction is in the area of travel -- free of charge.
- ~~VII. VI.~~ **Transfer Policy:** Paper transfers for cash-paying customers free and valid for connecting route needed to complete one-way trip or provide connection to fixed route system within Kitsap County. Free transfer with use of e-purse on valid ORCA Smart Card within and outside of Kitsap County.
- ~~VIII. VII.~~ **Group Payment Program** (for groups who can be presumed to have a significant proportion of low income or student members): Groups of potential riders who can arrange prepayment by any collective means, such as Olympic College Students through the Associated Student Body, or ships crews through their Morale Welfare and Recreation Funds, can make arrangements similar to the matching program for major employers. In this case, however, the costing of the program will be based on 50% of the low-income fare, times the number of participants.
- ~~IX. VIII.~~ **VCB Special Passes:** In cooperation with Visit Kitsap, Kitsap Transit will offer convention or event passes which can be issued by Visit Kitsap to all participants at an event. The cost of such an issue of passes to Visit Kitsap will be based on a calculation of the expected usage at a conference or convention, at a cost per ride of \$.50.
- ~~X. **Fuel Surcharge:** The surcharge is initially envisioned as temporary, under the following terms:~~
 - ~~● It should go into effect after fuel prices for Kitsap Transit have averaged more than \$2.75 per gallon for six continuous months.~~
 - ~~● The fuel surcharge should be rescinded if Kitsap Transit's average fuel price falls below \$2.50 per gallon for six continuous months.~~
 - ~~● The amount of surcharge will be:~~
 - ~~○ \$.25 per ride~~
 - ~~○ \$5.00 per month~~
 - ~~○ 2% on vanpool fares~~

- ~~• If Kitsap Transit's fuel prices remain above the \$2.75 per gallon average for two continuous years, the Transit Board should consider making the fuel surcharge permanent, pending a review of expected long-term fuel price behavior.~~

~~XI. **Tacoma Narrows Bridge Surcharge:** The surcharge will be applied to the monthly fare of each vanpool van that commutes to Pierce County and/or beyond via the Tacoma Narrows Bridge. The monthly surcharge will be applied over and above the current vanpool rate, and will be a three-tier surcharge based on the schedule of the van users and the cost of the daily transponder toll, rounded to the nearest whole dollar amount:~~

- ~~• 4-day work week = \$64 • 5-day work week = \$84 • 7-day work week = \$120~~

VANPOOL FARE STRUCTURE

Small Vans 8-Passenger		Large Vans 11/12 Pass and 14/15	
Trip Miles	Current Rate	Trip Miles	Current Rate
20	\$276.00	20	\$396.00
25	\$309.00	25	\$434.00
30	\$321.00	30	\$472.00
35	\$375.00	35	\$510.00
40	\$428.00	40	\$548.00
45	\$482.00	45	\$587.00
50	\$536.00	50	\$625.00
55	\$589.00	55	\$648.00
60	\$643.00	60	\$707.00
65	\$696.00	65	\$766.00
70	\$750.00	70	\$825.00
75	\$803.00	75	\$884.00
80	\$857.00	80	\$942.00
85	\$910.00	85	\$1,001.00
90	\$964.00	90	\$1,060.00
95	\$1,017.00	95	\$1,119.00
100	\$1,071.00	100	\$1,178.00
105	\$1,125.00	105	\$1,237.00
110	\$1,178.00	110	\$1,296.00
115	\$1,232.00	115	\$1,355.00
120	\$1,285.00	120	\$1,414.00
125	\$1,339.00	125	\$1,473.00
130	\$1,392.00	130	\$1,532.00
135	\$1,446.00	135	\$1,590.00
140	\$1,499.00	140	\$1,649.00
145	\$1,553.00	145	\$1,708.00
150	\$1,607.00	150	\$1,767.00
155	\$1,660.00	155	\$1,826.00
160	\$1,714.00	160	\$1,885.00
165	\$1,767.00	165	\$1,944.00
170	\$1,821.00	170	\$2,003.00
175	\$1,874.00	175	\$2,062.00
180	\$1,928.00	180	\$2,121.00
185	\$1,981.00	185	\$2,179.00
190	\$2,035.00	190	\$2,238.00
195	\$2,088.00	195	\$2,297.00
200	\$2,142.00	200	\$2,356.00

* ~~A three-tier monthly surcharge will be calculated based on the schedule of the van users and the cost of the daily transponder toll, rounded to the nearest whole dollar amount (4-day work week = \$64; 5-day work week = \$84; 7-day work week = \$120). It will be applied to the "Current Rate" of each vanpool van that commutes to Pierce County and/or beyond via the Tacoma Narrows Bridge.~~

KITSAP TRANSIT FARES

GENERAL KITSAP TRANSIT FARE STRUCTURE

1. The Routed, Kitsap Transit Foot Ferry (KTFF), and ACCESS fares are as follows:

Routed Service (including KTFF)	ACCESS Service
Cash Fares <div>Base Fare \$2.00</div> <div>Reduced Fare \$1.00</div>	Cash Fare <div>Base Fare \$2.00</div> <div>Surcharge for Outlying Areas * \$1.00</div>
Day Passes <div>Bus Pass \$5.00</div> <div>Reduced Fare Bus Pass \$2.50</div>	Day Passes <div>Bus Pass \$5.00</div> <div>Reduced Fare Bus Pass \$2.50</div>
Monthly Passes <div>Bus Pass \$50.00</div> <div>Reduced Fare Bus Pass \$25.00</div>	Monthly Passes <div>Reduced Fare Bus Pass \$25.00</div>
Yearly Passes ** <div>Bus Pass \$300.00</div>	Yearly Passes ** <div>Bus Pass \$300.00</div>
Transfers Paper transfers for cash-paying customers valid for connecting route needed to complete one-way trip. Transfer with use of e-purse on valid ORCA Smart Card.	Transfers Valid for connecting route needed to complete one-way trip or provide connection to fixed route system
New Service Free For remainder of month	New Service Free For remainder of month

* Surcharge only applied to trips originating in or traveling to outlying areas

** To be used only in conjunction with the Federal Employee Transportation Incentive Program and WSF

2. Fares for Worker/Driver buses are as follows:
 - a. One-way cash fare – \$3.00
 - b. Monthly Worker/Driver Pass – \$97.00
3. Vanpools: See attached chart
4. Parking
 - a. \$5.00 cash price per day at Annapolis
 - b. Monthly parking permits available for Annapolis for \$80/month
5. Vulnerable Population Free-Fare Tickets
 - a. Valid only on Kitsap Transit Routed Buses and Kitsap Transit Foot Ferry
 - b. One-way ride, but eligible for transfers to connecting bus or ferry
 - c. Distributed by Kitsap Community Resources

6. Fares for Cross-Sound Passenger-Only Ferry (POF) are as follows:

Eastbound		Westbound	
Cash Fares		Cash Fare	
	Base Fare \$2.00		Base Fare \$10.00
	E-Purse (ORCA) \$2.00		E-Purse (ORCA) \$10.00
	Reduced Fare \$1.00		Reduced Fare \$5.00
	Reduced Fare (ORCA) \$1.00		Reduced Fare (ORCA) \$5.00
Monthly Passes		Monthly Passes	
	Ferry Only Pass \$168.00		Ferry Only Pass \$168.00
	Reduced Fare Ferry Only Pass \$84.00		Reduced Fare Ferry Only Pass \$84.00
	KT Bus and POF \$196.00		KT Bus and POF \$196.00
	Reduced Fare KT Bus and POF \$98.00		Reduced Fare KT Bus and POF \$98.00
Transfers Paper transfers for cash-paying customers will not be accepted on or issued from POF. Transfer with use of e-purse on valid ORCA Smart Card.		Transfers Paper transfers for cash-paying customers will not be accepted on or issued from POF. Transfer with use of e-purse on valid ORCA Smart Card.	
New Service Free		New Service Free	
For remainder of month		For remainder of month	

SPECIAL FARE PROGRAMS AND
MISCELLANEOUS FARE-RELATED ISSUES

- I. **Senior:** Persons age 65 and older. Passengers holding a Regional Reduced Fare Permit receive a reduced cash fare (half fare) on Routed Service. Medicare cards or other valid proofs of age are accepted as a means to obtain a Regional Reduced Fare Permit, which then entitles passenger to a reduced fare (half fare) on Routed Service.
- II. **Disabled:** Persons with Americans with Disabilities Act (ADA)-qualified disability. Passengers holding a Regional Reduced Fare Permit receive a reduced cash fare (half fare) on Routed Service. Medicare cards or other valid proofs of disability are accepted as a means to obtain a Regional Reduced Fare Permit, which then entitles passenger to a reduced fare (half fare) on Routed Service.
- III. **Personal-Care Attendant:** Attendant traveling with eligible disabled customer -- free of charge.
- IV. **Youth:** Persons, including but not limited to students, eighteen (18) and under -- free of charge.
- V. **Public Safety Officer:** Any of the region's law enforcement officers or firefighters, whether or not in uniform or on duty and whether or not the officer's jurisdiction is in the area of travel -- free of charge.
- VI. **Transfer Policy:** Paper transfers for cash-paying customers free and valid for connecting route needed to complete one-way trip or provide connection to fixed route system within Kitsap County. Free transfer with use of e-purse on valid ORCA Smart Card within and outside of Kitsap County.
- VII. **Group Payment Program** (for groups who can be presumed to have a significant proportion of low income or student members): Groups of potential riders who can arrange prepayment by any collective means, such as Olympic College Students through the Associated Student Body, or ships crews through their Morale Welfare and Recreation Funds, can make arrangements similar to the matching program for major employers. In this case, however, the costing of the program will be based on 50% of the low-income fare, times the number of participants.
- VIII. **VCB Special Passes:** In cooperation with Visit Kitsap, Kitsap Transit will offer convention or event passes which can be issued by Visit Kitsap to all participants at an event. The cost of such an issue of passes to Visit Kitsap will be based on a calculation of the expected usage at a conference or convention, at a cost per ride of \$.50.

VANPOOL FARE STRUCTURE

Small Vans 8-Passenger			Large Vans 11/12 Pass and 14/15	
Trip Miles	Current Rate		Trip Miles	Current Rate
20	\$276.00		20	\$396.00
25	\$309.00		25	\$434.00
30	\$321.00		30	\$472.00
35	\$375.00		35	\$510.00
40	\$428.00		40	\$548.00
45	\$482.00		45	\$587.00
50	\$536.00		50	\$625.00
55	\$589.00		55	\$648.00
60	\$643.00		60	\$707.00
65	\$696.00		65	\$766.00
70	\$750.00		70	\$825.00
75	\$803.00		75	\$884.00
80	\$857.00		80	\$942.00
85	\$910.00		85	\$1,001.00
90	\$964.00		90	\$1,060.00
95	\$1,017.00		95	\$1,119.00
100	\$1,071.00		100	\$1,178.00
105	\$1,125.00		105	\$1,237.00
110	\$1,178.00		110	\$1,296.00
115	\$1,232.00		115	\$1,355.00
120	\$1,285.00		120	\$1,414.00
125	\$1,339.00		125	\$1,473.00
130	\$1,392.00		130	\$1,532.00
135	\$1,446.00		135	\$1,590.00
140	\$1,499.00		140	\$1,649.00
145	\$1,553.00		145	\$1,708.00
150	\$1,607.00		150	\$1,767.00
155	\$1,660.00		155	\$1,826.00
160	\$1,714.00		160	\$1,885.00
165	\$1,767.00		165	\$1,944.00
170	\$1,821.00		170	\$2,003.00
175	\$1,874.00		175	\$2,062.00
180	\$1,928.00		180	\$2,121.00
185	\$1,981.00		185	\$2,179.00
190	\$2,035.00		190	\$2,238.00
195	\$2,088.00		195	\$2,297.00
200	\$2,142.00		200	\$2,356.00

PUBLIC COMMENTS

Customer Comment

Customer Comment # 48649	Customer's First Name: William	Customer's Last Name: Smith
Telephone: (360) 479-3540	AltTelephone:	Email Address: williamfsmith2253@gmail.com
Date Received 6 /9 /2022	Incident Date	IncidentTime
Route	Coach#	IncidentLocation
InOutBound:	Comment Type: SUGGESTION	Driver Description:
CSOAgent: Effie	Best Date and Time to Contact:	Supvsr Contact Requested?: NO

Customer's Comments

I support the fare changes. I will not be available for the Zoom meeting

AdditionalCommentNotes:

No response requested. Forwarded to Jill B. (It)

Date Assigned By CSO Supervisor:

Public Comment - Fare Policy Changes

Name

Carlos Williams

Zip Code

98367

Email

CARLOS.R.WILLIAMS@NAVY.MIL

Phone

Comment

Submitted by C Sampson from Public Meeting June 15, 2022

Current vanpool travels less than 50 miles. Had to opt out of the Federal Incentive Program due to ridership loss. Current daily rate is less than proposed Option 1.

Is there a possibility of reducing the brackets to, say, every 30 miles instead of 50?

Submitted on

06/21/22 11:49 AM

Public Comment - Fare Policy Changes

Name

Carlos Williams

Zip Code

98367

Email

carlos.williams1@yahoo.com

Phone

+1 (360) 621-8954

Comment

Comments on Proposed New Vanpool Fare Structure:

A more simplified vanpool fare structure is necessary and overdue.

1. It is unclear how and why the four mileage options (1-50, 51-100, 101-150 and 151-200) were chosen and selected. There are many vanpools that operate in the lower ranges of each of these mileage options. They will be otherwise penalized financially even though they travel much shorter distances and would use considerably less gas. In effect, they will have to pay the same costs as others who would be commuting much further. For example, I am in an 8-passenger van that travels less than 30 round trip miles per day and we each pay \$40.15 a month. If we get lumped into the 50-mile bracket, Proposal 1 at \$60 would result in a 49.4% cost increase, Proposal 2 at \$85 would result in a 111.7% increase, and Proposal 3 at \$97 would result in a 141.6% increase.

Instead of four 50-mile brackets, I recommend using seven 30-mile brackets (1-30, 31-60, 61-90, 91-120, 121-150, 151-180 and 181-210) so that the proposed rates can better reflect the actual operating costs associated with each van based on distance and potential gas use. Commuters with shorter routes should not be penalized financially for travelling a shorter distance.

2. It is unclear how the proposed fares for each rate proposal (Proposal 1, Proposal 2 and Proposal 3) were determined. It looks like the average monthly rate for the longest distances in each mileage bracket were used in Proposal 1, but there is no information presented that provides justification for the Proposal 2 and Proposal 3 cost increases. If Proposals 2 and 3 are to be considered, the public/vanpool users should be informed about how these rates were developed and calculated.

3. Loss of Government Incentives: Due to existing, unbending ridership policies in the Government Transition Incentive Program (TIP), several KT vanpools have had to opt out of TIP. Mandated and voluntary telework options have reduced the number of daily riders, which has made it virtually impossible for vanpools with individuals who telework for multiple days per week to meet their overall ridership requirements. This means that riders must pay the full cost of the vanpool out of pocket, without a subsidy from their employer. Due to these rules, my individual out-of-pocket vanpool costs went up from around \$5.00 in 2020 to \$40.15 in 2022. For this reason, I recommend that the lowest cost proposal option be considered heavily, so that it has the least impact on the commuter while still covering the required operating costs of Kitsap Transit.

Submitted on

06/15/22 12:42 PM

Public Comment - Fare Policy Changes

Name

Erika Shriner

Zip Code

98110

Email

erika.shriner@gmail.com

Phone

+1 (206) 201-3420

Comment

Strongly support proposed changes. Free rides for young people encourages bus travel which can lead to bus use in adulthood which has never been more important.

Submitted on

06/09/22 1:33 PM

Public Comment - Fare Policy Changes

Name

Jack Edwards

Zip Code

Email

jack.edwards@dla.mil

Phone

Comment

Recommend adopting a low cost vanpool fare option, such as Proposal 1. The Proposal 2 and Proposal 3 costs represent fare increases of more than 100% and are unacceptable."

Submitted on

06/16/22 6:50 AM

Public Comment - Fare Policy Changes

Name

Lauren Greeno

Zip Code

98366

Email

512mul2@gmail.com

Phone

+1 (419) 632-1666

Comment

Recommend adopting a low cost vanpool fare option, such as proposal 1. Proposal 2 and Proposal 3 represent fare increases of more than 100% and are unacceptable.

Submitted on

06/16/22 6:42 AM

Public Comment - Fare Policy Changes

Name

Martin Pettis

Zip Code

98365

Email

silver.tipfan@yahoo.com

Phone

+1 (360) 540-3574

Comment

THIS IS A COMMENT ABOUT FARE INCREASES. I WAS HOPING THAT WE COULD CONTINUE TO STAY ON PROPOSAL #1 FOR THE TIME BEING AND RE-ASSESS AT A LATER DATE DUE TO THE FACT THAT NOT ALL OF OUR PAST RIDERS ARE BACK TO COMMUTING. WE ARE DOWN SEVERAL RIDERS AND INCREASING THE RATE WOULD SIMPLY ADD MORE STRESS TO A VERY STRESSFUL DAY OF COMMUTING AND DEALING WITH STANDARD AND NON STANDARD TRAFFIC. MY RIDERS ARE HARD WORKING AND IN MY OPINION HAVE ENOUGH ON THEIR PLATES TO WORRY ABOUT. ADDING ADDITIONAL COST WILL NOT HELP THEM AND WE MIGHT LOSE THEM TO OTHER MEANS OF TRANSPORTATION. I HOPE THAT YOU WOULD RECONSIDER AN INCREASE AT THIS TIME AND STAY WITH OPTION #1. THANK YOU FOR YOUR TIME.

Submitted on

06/22/22 11:19 AM

Public Comment - Fare Policy Changes

Name

Michael Snow

Zip Code

98367

Email

michael.a.snow1@navy.mil

Phone

Comment

Recommend adopting a low cost vanpool fare option, such as Proposal 1. The Proposal 2 and Proposal 3 costs represent fare increases of more than 100% and are unacceptable. This is more expensive than driving and would force me to leave my current vanpool.

Submitted on

06/15/22 2:29 PM

Charlotte Sampson

From: Dee Williams
Sent: Friday, June 17, 2022 8:30 AM
To: Charlotte Sampson
Subject: FW: [EXTERNAL] RE: VANPOOL FARE UPDATE

Categories: Board

Char,
I am forwarding the comments to you as I don't know who I should be sending them to.

Dee

From: Rodda, Carolyn <Carolyn.Rodda@va.gov>
Sent: Thursday, June 16, 2022 3:31 PM
To: Dee Williams <DeeW@KitsapTransit.com>
Subject: [EXTERNAL] RE: VANPOOL FARE UPDATE

I was wondering and have not been able to find out the information on the three different proposals and how they came up with the dollar amounts (except I think I read somewhere that the \$97 dollar one is the equivalent of the monthly fare for the worker/driver bus). Also on the link below, it looks like there is a place for compliments and complaints, is this where we make a comment? I have been a Kitsap transit vanpooler for close to 24 years. The fares have been reasonable and when there was only 3 people in our vanpool, we were paying \$103 per person to keep it going. The higher fares, along with the increase of gas prices, and the ferry prices keep going higher, people are not going to be able to afford to live in Kitsap county and commute to work in Seattle. Prices of everything is going up daily except people's salaries. I definitely understand an increase in the transit fare is needed, but \$60 vs \$97, I would rather see the \$60 increase and feel this is fair. Since the ferries have stopped letting the vanpools priority load, there is not much reason to be in a vanpool except it is more comfortable than taking the bus. We commute from Kitsap County and currently have 3 people in our vanpool. We would love to have more people but haven't had any luck recruiting. Increasing the fares to the highest level will certainly deter people from joining vanpools when we are having trouble getting riders as it is.

Charlotte Sampson

From: Tommy Fernandez
Sent: Friday, June 17, 2022 9:03 AM
To: Charlotte Sampson
Cc: Dee Williams
Subject: FW: [EXTERNAL] Contact Us - Form Submission

Categories: Board

Hi Char,

Please see the comment below..

Thanks and Happy Friday!

Tommy Fernandez
Kitsap Transit Vanpool
360-478-5858 ext 1
Fax: 360-377-7086

[Click here](#) to learn about our Vanpool promotion



Messages to and from this e-mail address may be available to the public under Washington's Public Records Act.

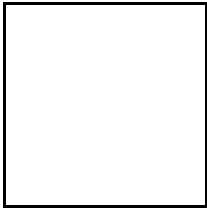
From: KitsapRide <KitsapRide@KitsapTransit.com>
Sent: Thursday, June 16, 2022 5:33 PM
To: Tommy Fernandez <TommyF@KitsapTransit.com>
Subject: FW: [EXTERNAL] Contact Us - Form Submission

Hi Tommy,

I'm not sure what this means. But, thought maybe you would!

Cindy

From: Kitsap Transit <KitsapTransit@emailconfirmationdelivery.com>
Sent: Thursday, June 16, 2022 4:24 PM
Cc: KitsapRide <KitsapRide@KitsapTransit.com>
Subject: [EXTERNAL] Contact Us - Form Submission



You received a submission from the Contact Us form.

Below are the form questions/answers:

Your comment is a: Suggestion

CONTACT INFORMATION:

Name: James Clark
Address: 2187 Victoria Avenue
City, State, Zip: Port Townsend
Phone: 3606209958
Email: iclark63@msn.com

COMMENT DETAILS:

Choose a related service: Vanpool
Date of Occurrence: (field not answered)
Time of Occurrence: (field not answered)
Bus/Route Number: Port Townsend
Direction of Travel: (field not answered)
Location of Incident: (field not answered)
Description of Driver: (field not answered)
Message: Please implement proposal #1 for the vanpool monthly fares.
Would you like Kitsap Transit to contact you? No
May we contact you if more details or information is required? No
What is the best way to reach you? Email

**If a phone call is preferred,
what is the best day and time
to reach you?** (field not answered)

**If you have a Title VI
complaint, please check this
box:** (field not answered)

/

**If you have an ADA
complaint, please check this
box:** (field not answered)

/

**For an environmental
concern, please check this
box:** (field not answered)

/

Please do not reply to this email. This mailbox is not monitored and will not receive a response.

Charlotte Sampson

From: Dee Williams
Sent: Friday, June 17, 2022 8:32 AM
To: Charlotte Sampson
Subject: FW: [EXTERNAL] RE: VANPOOL FARE UPDATE

Categories: Board

Here is another

From: Carithers, Bruce W CIV USN NAVSHIPYDIMF PGS WA (USA) <bruce.w.carithers@navy.mil>
Sent: Friday, June 17, 2022 6:41 AM
To: Dee Williams <DeeW@KitsapTransit.com>
Subject: [EXTERNAL] RE: VANPOOL FARE UPDATE

Thanks for heads up, Dee 😊

We have known each other a few years now and personally, what's the point? You can townhall it to death and they will still pass the proposal they want, because they need it. It's just a show for them to say they listened.

One thing is for damn sure, you were so much better than Pierce Transit! Wish I had started with Kitsap in the first place, lol!

But now I'm done, retiring next week from the shipyard. We close escrow on the sale of our house 27 June and on the road for Texas on the 29th!

It was a pleasure working with you Ma'am, I always felt that you had my back 😊

V/R,
Bruce Carithers
YNCS(AW/SCW), USN (Ret)
Administrative Officer, 2300
Nuclear Engineering and Planning Department
Bremerton, Washington 93144
(360) 710-4513

Messages to and from this e-mail address may be available to the public under Washington's Public Records Act.

Customer Comment

Customer Comment 48676	Customer's First Name: Charity	Customer's Last Name: Huff
Telephone (661) 860-7937	AltTelephone	Email Address: charity.huff@vikingsprinkler.net
Date 6 /17/2022	Incident	IncidentTim
Route	Coach#	IncidentLocation
InOutBound:	Comment Type: COMPLAINT	Driver Description:
CSOAgent: Michael	Best Date and Time to Contact: Email response requested	Supvsr Contact Requested?: YES

Customer's Comments

It has been brought to our attention that Kitsap Transit is planning to raise our monthly vanpool rate. The main purpose for many of us in foregoing the comfort of being in our own vehicles, adding additional time to our route to accommodate other riders and even the concern over potentially exposing ourselves to COVID is simply that we need to cut costs. Everything keeps getting more expensive but the increased cost of living does not mean that we are all earning more. I fear raising our vanpool rates to proposal 2 or 3, which would mean doubling our current rate, would give riders less incentive to use the vanpool. In speaking with our riders I know that we would lose some of them with the proposed rate hikes and may leave us short to qualify for vanpool. I would urge the Board to consider the impact so many of us are still feeling post COVID and the financial strain already on our households. This is not the time for another monthly expense to double. We do realize your costs are also going up but a more gradual increase like proposal 1 seems more reasonable. Lastly, because we are commuters the 1PM and 6PM public meeting is difficult to make during the work week. I hope that in leaving feedback here my voice is heard just as loudly. - Thank you for your time and thought to this. Charity Huff

AdditionalCommentNotes

Forwarded to Charlotte, Tommy, and Dee. (It)

Date Assigned By CSO

Customer Comment

Customer Comment
48675

Customer's First Name:
James

Customer's Last Name:
Huff

Telephone
(360) 551-9939

AltTelephone

Email Address:
gonsukechappu@yahoo.com

Date
6 /17/2022

Incident

IncidentTim

Route

Coach#

IncidentLocation

InOutBound:

Comment Type:
SUGGESTION

Driver Description:

CSOAgent:
Michael

Best Date and Time to Contact:
Email response requested

Supvsr Contact Requested?:
YES

Customer's Comments

Good morning, I would like to submit a request to change the monthly vanpool fare to \$60 per month. Our recently established vanpool only travels 30 miles round trip.

AdditionalCommentNotes

Forwarded to Tommy, Dee, and Charlotte. (It)

Date Assigned By CSO

Customer Comment

Customer Comment 48680	Customer's First Name: John	Customer's Last Name: Lenzo
Telephone	AltTelephone	Email Address: john.lenzo@icloud.com
Date 6 /17/2022	Incident	IncidentTim
Route	Coach#	IncidentLocation
InOutBound:	Comment Type: SUGGESTION	Driver Description:
CSOAgent: Effie	Best Date and Time to Contact: Email	Supvsr Contact Requested?: YES

Customer's Comments

In regards to the proposed rate increases for vanpools, I strongly disagree that rates should jump to the highest bracket. Although overall cost of commuting has risen recently, the purpose of a vanpool is to keep that cost at a minimum for the riders. I recently opted for a vanpool to PSNS in lieu of a Worker-Driver bus, due to vehicle thefts at the parking area. I currently pay \$93.75/month, which calculates to about \$40-50/month less than I would be paying for fuel. Increasing fares to the proposed 3rd tier of \$135 (based on mileage) would essentially negate any advantages of a vanpool, and I will absolutely reconsider ridership. To further save cost, a few other members of vanpools and myself are considering starting our own private vanpool, as fuel costs per rider will be significantly lower than \$135/month. In summary, I propose that NO INCREASE be made at this time, and most certainly not to the highest tier. As a rider that is not subsidized, I feel very strongly that increasing rates will lead to lower ridership, myself included.

AdditionalCommentNotes

Forwarded to Charlotte, Tommy and Dee. Responded. (lt)

Date Assigned By CSO

Customer Comment

Customer Comment
48674

Customer's First Name:
Martin

Customer's Last Name:
Pettis

Telephone
(360) 540-3574

AltTelephone

Email Address:
silver.tipfan@yahoo.com

Date
6 /17/2022

Incident

IncidentTim

Route

Coach#

IncidentLocation

InOutBound:

Comment Type:
SUGGESTION

Driver Description:

CSOAgent:
Michael

Best Date and Time to Contact:
Email response requested

Supvsr Contact Requested?:
YES

Customer's Comments

THIS IS A COMMENT ABOUT FARE INCREASES. I WAS HOPING THAT WE COULD CONTINUE TO STAY ON PROPOSAL #1 FOR THE TIME BEING AND RE-ASSESS AT A LATER DATE DUE TO THE FACT THAT NOT ALL OF OUR PAST RIDERS ARE BACK TO COMMUTING. WE ARE DOWN SEVERAL RIDERS AND INCREASING THE RATE WOULD SIMPLY ADD MORE STRESS TO A VERY STRESSFUL DAY OF COMMUTING AND DEALING WITH STANDARD AND NON STANDARD TRAFFIC. MY RIDERS ARE HARD WORKING AND IN MY OPINION HAVE ENOUGH ON THEIR PLATES TO WORRY ABOUT. ADDING ADDITIONAL COST WILL NOT HELP THEM AND WE MIGHT LOSE THEM TO OTHER MEANS OF TRANSPORTATION. I HOPE THAT YOU WOULD RECONSIDER AN INCREASE AT THIS TIME AND STAY WITH OPTION #1. THANK YOU FOR YOUR TIME.

AdditionalCommentNotes

Date Assigned By CSO

Charlotte Sampson

From: Dee Williams
Sent: Friday, June 17, 2022 8:31 AM
To: Charlotte Sampson
Subject: FW: [EXTERNAL] RE: VANPOOL FARE UPDATE

Categories: Board

One more.

Dee

From: Pettis (US), Martin C <martin.c.pettis@boeing.com>
Sent: Friday, June 17, 2022 5:56 AM
To: Dee Williams <DeeW@KitsapTransit.com>
Subject: [EXTERNAL] RE: VANPOOL FARE UPDATE

Dee,

This is my statement on the seat increases.

THIS IS A COMMENT ABOUT FARE INCREASES.

I WAS HOPING THAT WE COULD CONTINUE TO STAY ON PROPOSAL #1 FOR THE TIME BEING AND RE-ASSESS AT A LATER DATE DUE TO THE FACT THAT NOT ALL OF OUR PAST RIDERS ARE BACK TO COMMUTING. WE ARE DOWN SEVERAL RIDERS AND INCREASING THE RATE WOULD SIMPLY ADD MORE STRESS TO A VERY STRESSFUL DAY OF COMMUTING AND DEALING WITH STANDARD AND NON STANDARD TRAFFIC. MY RIDERS ARE HARD WORKING AND IN MY OPINION HAVE ENOUGH ON THEIR PLATES TO WORRY ABOUT. ADDING ADDITIONAL COST WILL NOT HELP THEM AND WE MIGHT LOSE THEM TO OTHER MEANS OF TRANSPORTATION. I HOPE THAT YOU WOULD RECONSIDER AN INCREASE AT THIS TIME AND STAY WITH OPTION #1. THANK YOU FOR YOUR TIME.

MARTIN PETTIS
VANPOOL #2029

Customer Comment

Customer Comment
48677

Customer's First Name:
Rick

Customer's Last Name:
Fuller

Telephone
(360) 627-7030

AltTelephone

Email Address:
rickfuller@costco.com

Date
6 /17/2022

Incident

IncidentTim

Route

Coach#

IncidentLocation

InOutBound:

Comment Type:
COMPLAINT

Driver Description:

CSOAgent:
Michael

Best Date and Time to Contact:

Supvsr Contact Requested?:
NO

Customer's Comments

It is my hope that fare increases are kept to a minimum given most employers increase annual pay increases 2 or 3% which isn't even COLA.

AdditionalCommentNotes

No response requested. (lt) Forwarded to Charlotte, Tommy, and Dee. (lt)

Date Assigned By CSO

Customer Comment

Customer Comment
48678

Customer's First Name:
Skylard

Customer's Last Name:
Janssen

Telephone
(360) 509-2538

AltTelephone

Email Address:
skyjanman@comcast.net

Date
6 /17/2022

Incident

IncidentTim

Route

Coach#

IncidentLocation

InOutBound:

Comment Type:
INQUIRY

Driver Description:

CSOAgent:
Michael

Best Date and Time to Contact:
Email response requested

Supvsr Contact Requested?:
YES

Customer's Comments

VANPOOL FARE UPDATE: VAN 2120 Question is ? If I maintain a 11 passenger van and only have 7 riders at \$135 = 945.00 is that my set price for the lease. Or will we have to pay penalties on vacate seats ? Is this dictated by T.I.P.S. to my seat penalties. Or will we adjust the lease to 6 or add as personnel are added to the van.

AdditionalCommentNotes

Forwarded to Tommy and Dee. (lt)
Forwarded to Charlotte. (lt)

Date Assigned By CSO

Customer Comment

Customer Comment
48684

Customer's First Name:
Caitlin

Customer's Last Name:
O'Brien

Telephone
(760) 271-0722

AltTelephone

Email Address:
cstarrob@gmail.com

Date
6 /20/2022

Incident
6 /18/2022

IncidentTim
9:00 AM

Route

Coach#

IncidentLocation

InOutBound:

Comment Type:
COMPLAINT

Driver Description:

CSOAgent:
Kristan

Best Date and Time to Contact:

Supvsr Contact Requested?:
YES

Customer's Comments

I am writing today to strongly urge Kitsap transit to consider implementing proposal 1 fees to vanpool versus the large increase to proposal 3 fares. As a new rider during the pandemic I have only known the current rates. I work for a smaller company with only a few riders at any given time. Vanpool has been a great resource and has drastically cut down on my previous commute route which included a car, ferry, bike ride, and bus. If prices go up it is likely our smaller vanpool will loose riders and we won't have enough minimum riders year round to sustain a vanpool. The affordable costs as of now are what allow us to keep riders instead of seeking other means of transportation.

AdditionalCommentNotes

Date Assigned By CSO

Customer Comment

Customer Comment
48683

Customer's First Name:
James

Customer's Last Name:
Schuetz

Telephone
(360) 908-8156

AltTelephone

Email Address:
mosquitoiv@yahoo.com

Date
6 /20/2022

Incident
6 /15/2022

IncidentTim
9:00 AM

Route

Coach#

IncidentLocation

InOutBound:

Comment Type:
COMPLAINT

Driver Description:

CSOAgent:
Kristan

Best Date and Time to Contact:

Supvsr Contact Requested?:
YES

Customer's Comments

This is in regards to the change of van pool fares. As many of us were working during both meetings, it would be beneficial if at least one was held during the weekend. Why is there no information regarding the 3 different proposals? Are we supposed to decide what we want based on the dollar amount??? What does the asterisk next to the \$97 fare mean??? 4 months ago, we were told that the fares would not increase regardless of how high gas prices went. Why now?? We are feeling a bit deceived by your actions. If the board decides to adopt proposal 3, you will be loosing our participation. Our van pool has 2 couples. \$200 a month has ZERO cost benefit.

AdditionalCommentNotes

Forwarded to Tommy, Dee, and Charlotte. (It)

Date Assigned By CSO

Charlotte Sampson

From: KitsapRide
Sent: Thursday, June 30, 2022 9:10 AM
To: Charlotte Sampson
Subject: FW: [EXTERNAL] Contact Us - Form Submission

From: Kitsap Transit <KitsapTransit@emailconfirmationdelivery.com>
Sent: Thursday, June 30, 2022 8:02 AM
Cc: KitsapRide <KitsapRide@KitsapTransit.com>
Subject: [EXTERNAL] Contact Us - Form Submission



Jun 30, 2022 08:01:56 PDT

You received a submission from the Contact Us form.

Below are the form questions/answers:

Your comment is a: Suggestion

CONTACT INFORMATION:

Name: Alexa Romersa

Address: 7305 beach dr e

City, State, Zip: Manchester WA 98353

Phone: 6159575007

Email: am.romersa@gmail.com

COMMENT DETAILS:

Choose a related service: Vanpool

Date of Occurrence: 6/29/22

Time of Occurrence: (field not answered)

Bus/Route Number: (field not answered)

Direction of Travel: (field not answered)

Location of Incident: (field not answered)

Description of Driver:	(field not answered)
Message:	Please dont raise kitsap vanpool fares!! As a vanpool user i love kitsap vanpool and i can afford it
Would you like Kitsap Transit to contact you?	Yes
May we contact you if more details or information is required?	Yes
What is the best way to reach you?	Email
If a phone call is preferred, what is the best day and time to reach you?	(field not answered)
If you have a Title VI complaint, please check this box:	(field not answered)
/	
If you have an ADA complaint, please check this box:	(field not answered)
/	
For an environmental concern, please check this box:	(field not answered)
/	

Please do not reply to this email. This mailbox is not monitored and will not receive a response.

Charlotte Sampson

From: KitsapRide
Sent: Thursday, June 30, 2022 11:38 AM
To: Charlotte Sampson
Subject: FW: [EXTERNAL] Contact Us - Form Submission

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kitsap Transit <KitsapTransit@emailconfirmationdelivery.com>
Sent: Thursday, June 30, 2022 10:11 AM
Cc: KitsapRide <KitsapRide@KitsapTransit.com>
Subject: [EXTERNAL] Contact Us - Form Submission



Jun 30, 2022 10:10:32 PDT

You received a submission from the Contact Us form.

Below are the form questions/answers:

Your comment is a: Planning

CONTACT INFORMATION:

Name: Jeremy Esposito
Address: 10049 19th ave sw
City, State, Zip: Seattle
Phone: 9084894642
Email: jespo4@gmail.com

COMMENT DETAILS:

Choose a related service: Vanpool
Date of Occurrence: (field not answered)
Time of Occurrence: (field not answered)
Bus/Route Number: (field not answered)

Direction of Travel:	(field not answered)
Location of Incident:	(field not answered)
Description of Driver:	(field not answered)
Message:	Hi Vanpool folks, I saw the proposed rate change for Vanpools, and wanted to provide feedback. As a current rider I would no longer support /patronize Kitsap vanpools at any of the proposed rate hikes - for me, it will be more convenient & cost effective to bike, motorcycle, and/or drive rather than contribute to vanpool. I hope these comments help inform Your decision. Jeremy
Would you like Kitsap Transit to contact you?	No
May we contact you if more details or information is required?	Yes
What is the best way to reach you?	Phone
If a phone call is preferred, what is the best day and time to reach you?	Morning
If you have a Title VI complaint, please check this box:	(field not answered)
/	
If you have an ADA complaint, please check this box:	(field not answered)
/	
For an environmental concern, please check this box:	(field not answered)
/	

Please do not reply to this email. This mailbox is not monitored and will not receive a response.

Charlotte Sampson

From: KitsapRide
Sent: Thursday, June 30, 2022 11:37 AM
To: Charlotte Sampson
Subject: FW: [EXTERNAL] Contact Us - Form Submission

From: Kitsap Transit <KitsapTransit@emailconfirmationdelivery.com>
Sent: Thursday, June 30, 2022 10:14 AM
Cc: KitsapRide <KitsapRide@KitsapTransit.com>
Subject: [EXTERNAL] Contact Us - Form Submission



Jun 30, 2022 10:14:26 PDT

You received a submission from the Contact Us form.

Below are the form questions/answers:

Your comment is a: Complaint

CONTACT INFORMATION:

Name: Mackenzie Weers

Address: (field not answered)

City, State, Zip: (field not answered)

Phone: 6035483141

Email: (field not answered)

COMMENT DETAILS:

Choose a related service: Vanpool

Date of Occurrence: (field not answered)

Time of Occurrence: (field not answered)

Bus/Route Number: (field not answered)

Direction of Travel: (field not answered)

Location of Incident: (field not answered)

Description of Driver:	(field not answered)
Message:	Let's keep the prices down for vanpool! It's how we go to and from work.
Would you like Kitsap Transit to contact you?	No
May we contact you if more details or information is required?	Yes
What is the best way to reach you?	Phone
If a phone call is preferred, what is the best day and time to reach you?	(field not answered)
If you have a Title VI complaint, please check this box:	(field not answered)
/	
If you have an ADA complaint, please check this box:	(field not answered)
/	
For an environmental concern, please check this box:	(field not answered)
/	

Please do not reply to this email. This mailbox is not monitored and will not receive a response.

Public Comment - Fare Policy Changes

Name

Tracy Hudson

Zip Code

98366

Email

tah8570@yahoo.com

Phone

+1 (360) 865-0691

Comment

Recommend adopting a low cost vanpool fare option, such as Proposal 1. The Proposal 2 and Proposal 3 costs represent fare increases of more than 100% and are unacceptable.

Vanpools are supposed to be cost effective and cost efficient Proposal 2 and 3 are neither of those for a 60 mile round trip.

Using public transportation offers many benefits to your time, your wallet and our environment.

Submitted on

06/16/22 2:36 PM



Board of Commissioners Agenda Summary

MEETING DATE: July 05, 2022

AGENDA ITEM: Resolution No. 22-41, ATU 587 Collective Bargaining Agreement Extension

SUBMITTED BY: John Clauson

TITLE: Executive Director

DEPARTMENT: Executive

**EXHIBITS/
ATTACHMENTS:** Resolution No. 22-41

BUDGETARY IMPACT *(if applicable)*

BUDGETED: _____

EXPENDITURE REQUIRED: _____

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

MEETING DATE: _____

RECOMMENDATION: Approve

COMMENTS:

SUMMARY STATEMENT

On June 3, 2022 Kitsap Transit and ATU Local 587 reached a Tentative Agreement on a contract extension for Routed Dispatchers and Routed and ACCESS Operators, which expired on February 15, 2021. On June 18, 2022, the ATU Local 587 membership ratified the contract extension. The contract extension is for three (3) years and effective from February 16, 2021 through February 15, 2024. The financial terms call for a 3.0% wage adjustment for 2021, a 4.5% for 2022 and a 4.25% for 2023. A market adjustment of 20 cents per hour will be effective February 16, 2023 for ACCESS Operators. A ratification bonus of \$5,000 will be paid in lieu of retro pay for Operators and missed wages for Dispatchers. A retention bonus of \$1,000 will be paid to those employed as of November 30, 2022. The probationary step will be removed and non-cumulative longevity step will be added. (15 yrs - 2% above current step, 20 yrs. - 4% above, 25 yrs -8 %)

RECOMMENDED ACTION/MOTION:

MOTION: Move to Adopt Resolution No. 22-41, approving the ATU Local 587 contract extension to the 2018-2021 Collective Bargaining Agreement for a period of three years through February 15, 2024.

RESOLUTION NO. 22-41

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS APPROVING THE EXTENSION OF THE 2018-2021 COLLECTIVE BARGAINING AGREEMENT BETWEEN KITSAP TRANSIT AND AMALGAMATED TRANSIT UNION (ATU) LOCAL 587

WHEREAS, Kitsap Transit staff and ATU Local 587, collectively the "parties," reached a tentative agreement on a contract extension for both Routed and ACCESS services which was ratified by the ATU membership on June 18, 2022; and

WHEREAS, the Routed Dispatchers' have been certified into the bargaining unit, and the parties bargained the economic terms for such employees; and

WHEREAS, the tentative agreement calls for a three (3) year contract extension, from February 16, 2021, through February 15, 2024; and

WHEREAS, wage adjustments for bargaining unit employees call for an increase of three percent (3.0%), effective February 16, 2021; four and a half percent (4.5%), effective February 16, 2022; and four and a quarter percent (4.25%), effective February 16, 2023; and

WHEREAS, the probationary wage step will be removed and non-cumulative longevity wage adjustment premiums of two percent (2.0%) above the employee's current position range and step following 15 years of employment, four percent (4.0%) following 20 years, and eight (8.0%) following 25 years; and

WHEREAS, market adjustments for ACCESS Operators call for an increase of \$0.20 per hour, effective February 16, 2023; and

WHEREAS, bargaining unit employees will receive a five-thousand-dollar (\$5,000) ratification bonus payment in lieu of retroactive pay for Operators and missed wage adjustments for Routed Dispatchers for all bargaining unit employees employed with Kitsap Transit as of July 5, 2022; and

WHEREAS, bargaining unit employees will receive a one-thousand-dollar (\$1,000) retention bonus for all bargaining unit employees employed with Kitsap Transit as of November 30, 2022.

NOW, THEREFORE, BE IT RESOLVED, the Board of Commissioners hereby approves the ATU Local 587 contract extension to the 2018-2021 Collective Bargaining Agreement for a period of three years through February 15, 2024.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 5th day of July, 2022.

Edward Wolfe, Chairperson

ATTEST:

Jill A. Boltz, MMC
Clerk of the Board



Board of Commissioners Agenda Summary

MEETING DATE: July 05, 2022

AGENDA ITEM: Resolution No. 22-42, Non-Represented Salary Schedule

SUBMITTED BY: John Clauson

TITLE: Executive Director

DEPARTMENT: Executive

**EXHIBITS/
ATTACHMENTS:** Resolution No. 22-42
Non-Represented Salary Schedule

BUDGETARY IMPACT *(if applicable)*

BUDGETED: _____

EXPENDITURE REQUIRED: _____

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

MEETING DATE: _____

RECOMMENDATION: Approve

COMMENTS:

SUMMARY STATEMENT

Kitsap Transit and ATU Local 587 reached an agreement on a contract extension for the period of February 16, 2021 to February 25, 2024. The contract extension contains prior year wage adjustments of 3% for 2021 and 4.5% for 2022 in addition to longevity steps at 15, 20 and 25 years. The contract extension also provides a \$1,000 retention bonus for ATU members employed with Kitsap Transit as of November 30, 2022. The non-represented staff received wage adjustments of 2% effective 2021 and 3.5% in 2022, a total difference of 2% from ATU bargaining members. Staff recommends maintaining internal equity by increasing the non-represented salary 2% and implementing the longevity pay. Staff also recommends the \$1,000 retention bonus be applicable to non-represented employees employed with KT as of November 30, 2022.

RECOMMENDED ACTION/MOTION:

MOTION: Move to Adopt Resolution No. 22-42, authorizing the implementation of an adjusted non-represented salary schedule effective July 10, 2022 and the retention bonus as presented.

RESOLUTION NO. 22-42

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING KITSAP TRANSIT TO INCREASE THE NON-REPRESENTED SALARY SCHEDULE BY TWO PERCENT EFFECTIVE JULY 10, 2022.

WHEREAS, Kitsap Transit staff and ATU Local 587 reached an agreement on a contract extension for the period of February 16, 2021 through February 15, 2024; and

WHEREAS, ATU 587 ratified the agreement on June 18, 2022 and the Kitsap Transit Board of Commissioners adopted that contract extension on July 5, 2022; and

WHEREAS, the new ATU contract extension contains prior year wage adjustments of three percent (3.0%) for 2021 and four and a half percent (4.5%) for 2022; and

WHEREAS, the new ATU contract extension also contains longevity premium wage adjustments above the employee's current position range and step of two percent (2.0%) at 15 years, four percent (4.0%) at 20 years and eight percent (8.0%) at 25 years; and

WHEREAS, the new ATU contract extension also provides a one-thousand dollar (\$1,000) retention bonus for all ATU members employed with KT as of November 30, 2022; and

WHEREAS, the non-represented received wage adjustments of two percent (2.0%) effective January 1, 2021, and three and a half percent (3.5%) effective January 1, 2022, a total difference of two percent (2.0%) from ATU bargaining members; and

WHEREAS, Kitsap Transit has a desirous history of maintaining internal equity when possible; and

WHEREAS, staff recommends maintaining internal equity by increasing the non-represented salary two percent (2.0%) and implementing the longevity pay incorporated by reference herein as Exhibit A; and

WHEREAS, staff also recommends the one-thousand (\$1,000) retention bonus be applicable to non-represented employees employed with KT as of November 30, 2022; and

WHEREAS, staff also recommends a market adjustment of Clerk of the Board position from range 31 to 36 to better reflect market wages for this position and to support efforts to recruit and retain candidates for the position.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes the implementation of an adjusted non-represented salary schedule, effective July 10, 2022, the retention bonus, and market adjustment of the Clerk of the Board as presented.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 5th day of July 2022.

Edward Wolfe, Chairperson

ATTEST:

Jill A. Boltz, MMC
Clerk of the Board

Kitsap Transit
Non-Rep Salary Schedule
Effective July 10, 2022

		2022 Salary Schedule - July 10, 2022							Change from Current	Longevity Premium		
Occupational Job Classes	Salary Range	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7		15 years	20 years	25 years
Courier	1	\$ 36,605	\$ 38,373	\$ 40,321	\$ 42,381	\$ 44,597	\$ 46,813	\$ 49,209	\$ 953	\$ 50,193	\$ 51,177	\$ 53,146
Farebox Puller	Monthly	\$ 3,050.38	\$ 3,197.76	\$ 3,360.08	\$ 3,531.72	\$ 3,716.42	\$ 3,901.12	\$ 4,100.75		\$ 4,182.76	\$ 4,264.78	\$ 4,428.81
Svc Dev Helper/Parking Lot Attendant	Hourly	\$ 17.60	\$ 18.45	\$ 19.39	\$ 20.38	\$ 21.44	\$ 22.51	\$ 23.66		\$ 24.13	\$ 24.60	\$ 25.55
	2	\$ 37,522	\$ 39,381	\$ 41,351	\$ 43,455	\$ 45,694	\$ 47,955	\$ 50,396	\$ 975	\$ 51,403	\$ 52,411	\$ 54,427
	Monthly	\$ 3,126.87	\$ 3,281.72	\$ 3,445.90	\$ 3,621.27	\$ 3,807.84	\$ 3,996.27	\$ 4,199.63		\$ 4,283.62	\$ 4,367.62	\$ 4,535.60
	Hourly	\$ 18.04	\$ 18.93	\$ 19.88	\$ 20.89	\$ 21.97	\$ 23.06	\$ 24.23		\$ 24.71	\$ 25.20	\$ 26.17
	3	\$ 38,373	\$ 40,321	\$ 42,381	\$ 44,597	\$ 46,813	\$ 49,209	\$ 51,627	\$ 1,000	\$ 52,659	\$ 53,692	\$ 55,757
	Monthly	\$ 3,197.76	\$ 3,360.08	\$ 3,531.72	\$ 3,716.42	\$ 3,901.12	\$ 4,100.75	\$ 4,302.24		\$ 4,388.29	\$ 4,474.33	\$ 4,646.42
	Hourly	\$ 18.45	\$ 19.39	\$ 20.38	\$ 21.44	\$ 22.51	\$ 23.66	\$ 24.82		\$ 25.32	\$ 25.81	\$ 26.81
	4	\$ 39,381	\$ 41,351	\$ 43,455	\$ 45,694	\$ 47,955	\$ 50,396	\$ 52,948	\$ 1,031	\$ 54,007	\$ 55,066	\$ 57,184
	Monthly	\$ 3,281.72	\$ 3,445.90	\$ 3,621.27	\$ 3,807.84	\$ 3,996.27	\$ 4,199.63	\$ 4,412.32		\$ 4,500.56	\$ 4,588.81	\$ 4,765.30
	Hourly	\$ 18.93	\$ 19.88	\$ 20.89	\$ 21.97	\$ 23.06	\$ 24.23	\$ 25.46		\$ 25.96	\$ 26.47	\$ 27.49
	5	\$ 40,321	\$ 42,381	\$ 44,597	\$ 46,813	\$ 49,209	\$ 51,627	\$ 54,291	\$ 1,022	\$ 55,377	\$ 56,463	\$ 58,634
	Monthly	\$ 3,360.08	\$ 3,531.72	\$ 3,716.42	\$ 3,901.12	\$ 4,100.75	\$ 4,302.24	\$ 4,524.26		\$ 4,614.74	\$ 4,705.23	\$ 4,886.20
	Hourly	\$ 19.39	\$ 20.38	\$ 21.44	\$ 22.51	\$ 23.66	\$ 24.82	\$ 26.10		\$ 26.62	\$ 27.15	\$ 28.19
	6	\$ 41,351	\$ 43,455	\$ 45,694	\$ 47,955	\$ 50,396	\$ 52,948	\$ 55,612	\$ 1,054	\$ 56,724	\$ 57,836	\$ 60,061
	Monthly	\$ 3,445.90	\$ 3,621.27	\$ 3,807.84	\$ 3,996.27	\$ 4,199.63	\$ 4,412.32	\$ 4,634.33		\$ 4,727.02	\$ 4,819.71	\$ 5,005.08
	Hourly	\$ 19.88	\$ 20.89	\$ 21.97	\$ 23.06	\$ 24.23	\$ 25.46	\$ 26.74		\$ 27.27	\$ 27.81	\$ 28.88
	7	\$ 42,381	\$ 44,597	\$ 46,813	\$ 49,209	\$ 51,627	\$ 54,291	\$ 57,000	\$ 1,090	\$ 58,140	\$ 59,280	\$ 61,560
	Monthly	\$ 3,531.72	\$ 3,716.42	\$ 3,901.12	\$ 4,100.75	\$ 4,302.24	\$ 4,524.26	\$ 4,750.00		\$ 4,845.00	\$ 4,940.00	\$ 5,130.00
	Hourly	\$ 20.38	\$ 21.44	\$ 22.51	\$ 23.66	\$ 24.82	\$ 26.10	\$ 27.40		\$ 27.95	\$ 28.50	\$ 29.60
	8	\$ 43,455	\$ 45,694	\$ 47,955	\$ 50,396	\$ 52,948	\$ 55,612	\$ 58,455	\$ 1,130	\$ 59,624	\$ 60,793	\$ 63,132
	Monthly	\$ 3,621.27	\$ 3,807.84	\$ 3,996.27	\$ 4,199.63	\$ 4,412.32	\$ 4,634.33	\$ 4,871.27		\$ 4,968.70	\$ 5,066.12	\$ 5,260.97
	Hourly	\$ 20.89	\$ 21.97	\$ 23.06	\$ 24.23	\$ 25.46	\$ 26.74	\$ 28.10		\$ 28.67	\$ 29.23	\$ 30.35
	9	\$ 44,597	\$ 46,813	\$ 49,209	\$ 51,627	\$ 54,291	\$ 57,000	\$ 59,955	\$ 1,133	\$ 61,154	\$ 62,353	\$ 64,752
	Monthly	\$ 3,716.42	\$ 3,901.12	\$ 4,100.75	\$ 4,302.24	\$ 4,524.26	\$ 4,750.00	\$ 4,996.27		\$ 5,096.20	\$ 5,196.12	\$ 5,395.98
	Hourly	\$ 21.44	\$ 22.51	\$ 23.66	\$ 24.82	\$ 26.10	\$ 27.40	\$ 28.82		\$ 29.40	\$ 29.98	\$ 31.13
	10	\$ 45,694	\$ 47,955	\$ 50,396	\$ 52,948	\$ 55,612	\$ 58,455	\$ 61,433	\$ 1,175	\$ 62,662	\$ 63,890	\$ 66,348
	Monthly	\$ 3,807.84	\$ 3,996.27	\$ 4,199.63	\$ 4,412.32	\$ 4,634.33	\$ 4,871.27	\$ 5,119.41		\$ 5,221.80	\$ 5,324.18	\$ 5,528.96
	Hourly	\$ 21.97	\$ 23.06	\$ 24.23	\$ 25.46	\$ 26.74	\$ 28.10	\$ 29.54		\$ 30.13	\$ 30.72	\$ 31.90
Administrative Associate 2	11	\$ 46,813	\$ 49,209	\$ 51,627	\$ 54,291	\$ 57,000	\$ 59,955	\$ 62,978	\$ 1,222	\$ 64,237	\$ 65,497	\$ 68,016
Customer Service Specialist	Monthly	\$ 3,901.12	\$ 4,100.75	\$ 4,302.24	\$ 4,524.26	\$ 4,750.00	\$ 4,996.27	\$ 5,248.14		\$ 5,353.10	\$ 5,458.06	\$ 5,667.99
	Hourly	\$ 22.51	\$ 23.66	\$ 24.82	\$ 26.10	\$ 27.40	\$ 28.82	\$ 30.28		\$ 30.88	\$ 31.49	\$ 32.70
	12	\$ 47,955	\$ 50,396	\$ 52,948	\$ 55,612	\$ 58,455	\$ 61,433	\$ 64,545	\$ 1,230	\$ 65,836	\$ 67,127	\$ 69,708
	Monthly	\$ 3,996.27	\$ 4,199.63	\$ 4,412.32	\$ 4,634.33	\$ 4,871.27	\$ 5,119.41	\$ 5,378.74		\$ 5,486.31	\$ 5,593.89	\$ 5,809.04
	Hourly	\$ 23.06	\$ 24.23	\$ 25.46	\$ 26.74	\$ 28.10	\$ 29.54	\$ 31.03		\$ 31.65	\$ 32.27	\$ 33.51
	13	\$ 49,209	\$ 51,627	\$ 54,291	\$ 57,000	\$ 59,955	\$ 62,978	\$ 66,090	\$ 1,277	\$ 67,411	\$ 68,733	\$ 71,377
	Monthly	\$ 4,100.75	\$ 4,302.24	\$ 4,524.26	\$ 4,750.00	\$ 4,996.27	\$ 5,248.14	\$ 5,507.47		\$ 5,617.62	\$ 5,727.77	\$ 5,948.07
	Hourly	\$ 23.66	\$ 24.82	\$ 26.10	\$ 27.40	\$ 28.82	\$ 30.28	\$ 31.77		\$ 32.41	\$ 33.04	\$ 34.32
Administrative Associate 3	14	\$ 50,396	\$ 52,948	\$ 55,612	\$ 58,455	\$ 61,433	\$ 64,545	\$ 67,791	\$ 1,294	\$ 69,147	\$ 70,503	\$ 73,214
Marine Services Ambassador	Monthly	\$ 4,199.63	\$ 4,412.32	\$ 4,634.33	\$ 4,871.27	\$ 5,119.41	\$ 5,378.74	\$ 5,649.26		\$ 5,762.24	\$ 5,875.23	\$ 6,101.20
Worker Driver Instructor	Hourly	\$ 24.23	\$ 25.46	\$ 26.74	\$ 28.10	\$ 29.54	\$ 31.03	\$ 32.59		\$ 33.24	\$ 33.90	\$ 35.20
Lead Customer Service Specialist	15	\$ 51,627	\$ 54,291	\$ 57,000	\$ 59,955	\$ 62,978	\$ 66,090	\$ 69,470	\$ 1,329	\$ 70,860	\$ 72,249	\$ 75,028
	Monthly	\$ 4,302.24	\$ 4,524.26	\$ 4,750.00	\$ 4,996.27	\$ 5,248.14	\$ 5,507.47	\$ 5,789.18		\$ 5,904.97	\$ 6,020.75	\$ 6,252.32
	Hourly	\$ 24.82	\$ 26.10	\$ 27.40	\$ 28.82	\$ 30.28	\$ 31.77	\$ 33.40		\$ 34.07	\$ 34.74	\$ 36.07
	16	\$ 52,948	\$ 55,612	\$ 58,455	\$ 61,433	\$ 64,545	\$ 67,791	\$ 71,216	\$ 1,349	\$ 72,641	\$ 74,065	\$ 76,914
	Monthly	\$ 4,412.32	\$ 4,634.33	\$ 4,871.27	\$ 5,119.41	\$ 5,378.74	\$ 5,649.26	\$ 5,934.71		\$ 6,053.40	\$ 6,172.10	\$ 6,409.48
	Hourly	\$ 25.46	\$ 26.74	\$ 28.10	\$ 29.54	\$ 31.03	\$ 32.59	\$ 34.24		\$ 34.92	\$ 35.61	\$ 36.98
Administrative Associate 4	17	\$ 54,291	\$ 57,000	\$ 59,955	\$ 62,978	\$ 66,090	\$ 69,470	\$ 72,985	\$ 1,412	\$ 74,445	\$ 75,905	\$ 78,824

Kitsap Transit
Non-Rep Salary Schedule
Effective July 10, 2022

Occupational/Job Classes	Salary Range	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Change from Current	15 years	20 years	25 years
Marine Inventory Control Specialist	Monthly	\$ 4,524.26	\$ 4,750.00	\$ 4,996.27	\$ 5,248.14	\$ 5,507.47	\$ 5,789.18	\$ 6,082.10		\$ 6,203.74	\$ 6,325.38	\$ 6,568.66
	Hourly	\$ 26.10	\$ 27.40	\$ 28.82	\$ 30.28	\$ 31.77	\$ 33.40	\$ 35.09		\$ 35.79	\$ 36.49	\$ 37.90
Marketing & Public Info Associate	18	\$ 55,612	\$ 58,455	\$ 61,433	\$ 64,545	\$ 67,791	\$ 71,216	\$ 74,821	\$ 1,439	\$ 76,317	\$ 77,814	\$ 80,807
	Monthly	\$ 4,634.33	\$ 4,871.27	\$ 5,119.41	\$ 5,378.74	\$ 5,649.26	\$ 5,934.71	\$ 6,235.08		\$ 6,359.78	\$ 6,484.48	\$ 6,733.89
	Hourly	\$ 26.74	\$ 28.10	\$ 29.54	\$ 31.03	\$ 32.59	\$ 34.24	\$ 35.97		\$ 36.69	\$ 37.41	\$ 38.85
Accounting Specialist	19	\$ 57,000	\$ 59,955	\$ 62,978	\$ 66,090	\$ 69,470	\$ 72,985	\$ 76,679	\$ 1,466	\$ 78,213	\$ 79,746	\$ 82,814
Purchasing Specialist	Monthly	\$ 4,750.00	\$ 4,996.27	\$ 5,248.14	\$ 5,507.47	\$ 5,789.18	\$ 6,082.10	\$ 6,389.93		\$ 6,517.73	\$ 6,645.53	\$ 6,901.13
	Hourly	\$ 27.40	\$ 28.82	\$ 30.28	\$ 31.77	\$ 33.40	\$ 35.09	\$ 36.86		\$ 37.60	\$ 38.34	\$ 39.81
IT Help Desk Technician	20	\$ 58,455	\$ 61,433	\$ 64,545	\$ 67,791	\$ 71,216	\$ 74,821	\$ 78,582	\$ 1,518	\$ 80,154	\$ 81,725	\$ 84,869
Ops Technical Specialist	Monthly	\$ 4,871.27	\$ 5,119.41	\$ 5,378.74	\$ 5,649.26	\$ 5,934.71	\$ 6,235.08	\$ 6,548.51		\$ 6,679.48	\$ 6,810.45	\$ 7,072.39
	Hourly	\$ 28.10	\$ 29.54	\$ 31.03	\$ 32.59	\$ 34.24	\$ 35.97	\$ 37.78		\$ 38.54	\$ 39.29	\$ 40.80
Payroll Specialist	21	\$ 59,955	\$ 62,978	\$ 66,090	\$ 69,470	\$ 72,985	\$ 76,679	\$ 80,575	\$ 1,555	\$ 82,186	\$ 83,798	\$ 87,021
	Monthly	\$ 4,996.27	\$ 5,248.14	\$ 5,507.47	\$ 5,789.18	\$ 6,082.10	\$ 6,389.93	\$ 6,714.56		\$ 6,848.85	\$ 6,983.14	\$ 7,251.72
	Hourly	\$ 28.82	\$ 30.28	\$ 31.77	\$ 33.40	\$ 35.09	\$ 36.86	\$ 38.74		\$ 39.51	\$ 40.29	\$ 41.84
Assistant Trainer	22	\$ 61,433	\$ 64,545	\$ 67,791	\$ 71,216	\$ 74,821	\$ 78,582	\$ 82,590	\$ 1,574	\$ 84,241	\$ 85,893	\$ 89,197
Scheduler/Dispatcher	Monthly	\$ 5,119.41	\$ 5,378.74	\$ 5,649.26	\$ 5,934.71	\$ 6,235.08	\$ 6,548.51	\$ 6,882.47		\$ 7,020.12	\$ 7,157.77	\$ 7,433.07
	Hourly	\$ 29.54	\$ 31.03	\$ 32.59	\$ 34.24	\$ 35.97	\$ 37.78	\$ 39.71		\$ 40.50	\$ 41.29	\$ 42.88
	23	\$ 62,978	\$ 66,090	\$ 69,470	\$ 72,985	\$ 76,679	\$ 80,575	\$ 84,649	\$ 1,616	\$ 86,342	\$ 88,035	\$ 91,421
	Monthly	\$ 5,248.14	\$ 5,507.47	\$ 5,789.18	\$ 6,082.10	\$ 6,389.93	\$ 6,714.56	\$ 7,054.11		\$ 7,195.19	\$ 7,336.28	\$ 7,618.44
	Hourly	\$ 30.28	\$ 31.77	\$ 33.40	\$ 35.09	\$ 36.86	\$ 38.74	\$ 40.70		\$ 41.51	\$ 42.32	\$ 43.95
	24	\$ 64,545	\$ 67,791	\$ 71,216	\$ 74,821	\$ 78,582	\$ 82,590	\$ 86,754	\$ 1,661	\$ 88,489	\$ 90,224	\$ 93,694
	Monthly	\$ 5,378.74	\$ 5,649.26	\$ 5,934.71	\$ 6,235.08	\$ 6,548.51	\$ 6,882.47	\$ 7,229.48		\$ 7,374.07	\$ 7,518.66	\$ 7,807.84
	Hourly	\$ 31.03	\$ 32.59	\$ 34.24	\$ 35.97	\$ 37.78	\$ 39.71	\$ 41.71		\$ 42.54	\$ 43.38	\$ 45.05
Executive Asst/Deputy COB	25	\$ 66,090	\$ 69,470	\$ 72,985	\$ 76,679	\$ 80,575	\$ 84,649	\$ 88,925	\$ 1,711	\$ 90,704	\$ 92,482	\$ 96,039
Human Resources Associate	Monthly	\$ 5,507.47	\$ 5,789.18	\$ 6,082.10	\$ 6,389.93	\$ 6,714.56	\$ 7,054.11	\$ 7,410.45		\$ 7,558.66	\$ 7,706.87	\$ 8,003.29
	Hourly	\$ 31.77	\$ 33.40	\$ 35.09	\$ 36.86	\$ 38.74	\$ 40.70	\$ 42.75		\$ 43.61	\$ 44.46	\$ 46.17
Marine Mechanic Helper	26	\$ 67,791	\$ 71,216	\$ 74,821	\$ 78,582	\$ 82,590	\$ 86,754	\$ 91,164	\$ 1,766	\$ 92,988	\$ 94,811	\$ 98,457
	Monthly	\$ 5,649.26	\$ 5,934.71	\$ 6,235.08	\$ 6,548.51	\$ 6,882.47	\$ 7,229.48	\$ 7,597.02		\$ 7,748.96	\$ 7,900.90	\$ 8,204.78
	Hourly	\$ 32.59	\$ 34.24	\$ 35.97	\$ 37.78	\$ 39.71	\$ 41.71	\$ 43.83		\$ 44.71	\$ 45.58	\$ 47.34
ACCESS Service Coordinator	27	\$ 69,470	\$ 72,985	\$ 76,679	\$ 80,575	\$ 84,649	\$ 88,925	\$ 93,425	\$ 1,801	\$ 95,294	\$ 97,162	\$ 100,899
Benefits Coordinator	Monthly	\$ 5,789.18	\$ 6,082.10	\$ 6,389.93	\$ 6,714.56	\$ 7,054.11	\$ 7,410.45	\$ 7,785.45		\$ 7,941.16	\$ 8,096.87	\$ 8,408.29
Operations Coordinator	Hourly	\$ 33.40	\$ 35.09	\$ 36.86	\$ 38.74	\$ 40.70	\$ 42.75	\$ 44.92		\$ 45.81	\$ 46.71	\$ 48.51
Project Coordinator												
	28	\$ 71,216	\$ 74,821	\$ 78,582	\$ 82,590	\$ 86,754	\$ 91,164	\$ 95,776	\$ 1,823	\$ 97,692	\$ 99,607	\$ 103,438
	Monthly	\$ 5,934.71	\$ 6,235.08	\$ 6,548.51	\$ 6,882.47	\$ 7,229.48	\$ 7,597.02	\$ 7,981.35		\$ 8,140.98	\$ 8,300.60	\$ 8,619.86
	Hourly	\$ 34.24	\$ 35.97	\$ 37.78	\$ 39.71	\$ 41.71	\$ 43.83	\$ 46.05		\$ 46.97	\$ 47.89	\$ 49.73
CTR Administrator	29	\$ 72,985	\$ 76,679	\$ 80,575	\$ 84,649	\$ 88,925	\$ 93,425	\$ 98,172	\$ 1,868	\$ 100,135	\$ 102,099	\$ 106,025
Deckhand	Monthly	\$ 6,082.10	\$ 6,389.93	\$ 6,714.56	\$ 7,054.11	\$ 7,410.45	\$ 7,785.45	\$ 8,180.98		\$ 8,344.60	\$ 8,508.22	\$ 8,835.46
Marine Services Supervisor	Hourly	\$ 35.09	\$ 36.86	\$ 38.74	\$ 40.70	\$ 42.75	\$ 44.92	\$ 47.20		\$ 48.14	\$ 49.09	\$ 50.97
Operations Supervisor 2												
SmartCard Project Coordinator												
Vanpool Coordinator												
	30	\$ 74,821	\$ 78,582	\$ 82,590	\$ 86,754	\$ 91,164	\$ 95,776	\$ 100,612	\$ 1,937	\$ 102,624	\$ 104,637	\$ 108,661
	Monthly	\$ 6,235.08	\$ 6,548.51	\$ 6,882.47	\$ 7,229.48	\$ 7,597.02	\$ 7,981.35	\$ 8,384.34		\$ 8,552.02	\$ 8,719.71	\$ 9,055.08
	Hourly	\$ 35.97	\$ 37.78	\$ 39.71	\$ 41.71	\$ 43.83	\$ 46.05	\$ 48.37		\$ 49.34	\$ 50.31	\$ 52.24
Marketing & Public Info Coordinator	31	\$ 76,679	\$ 80,575	\$ 84,649	\$ 88,925	\$ 93,425	\$ 98,172	\$ 103,119	\$ 1,990	\$ 105,182	\$ 107,244	\$ 111,369
Marine Safety/Security Specialist	Monthly	\$ 6,389.93	\$ 6,714.56	\$ 7,054.11	\$ 7,410.45	\$ 7,785.45	\$ 8,180.98	\$ 8,593.29		\$ 8,765.16	\$ 8,937.02	\$ 9,280.75
Public Information Coordinator	Hourly	\$ 36.86	\$ 38.74	\$ 40.70	\$ 42.75	\$ 44.92	\$ 47.20	\$ 49.58		\$ 50.57	\$ 51.56	\$ 53.54
Sr. Deckhand												
Training Specialist												
ESMS Coordinator	32	\$ 78,582	\$ 82,590	\$ 86,754	\$ 91,164	\$ 95,776	\$ 100,612	\$ 105,739	\$ 2,030	\$ 107,854	\$ 109,968	\$ 114,198
	Monthly	\$ 6,548.51	\$ 6,882.47	\$ 7,229.48	\$ 7,597.02	\$ 7,981.35	\$ 8,384.34	\$ 8,811.58		\$ 8,987.81	\$ 9,164.04	\$ 9,516.50

Annual salary rounded to nearest whole dollar amount for schedule presentation purposes.

Kitsap Transit
Non-Rep Salary Schedule
Effective July 10, 2022

Occupational/Job Classes	Salary Range	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Change from Current	15 years	20 years	25 years
Hourly		\$ 37.78	\$ 39.71	\$ 41.71	\$ 43.83	\$ 46.05	\$ 48.37	\$ 50.84		\$ 51.85	\$ 52.87	\$ 54.90
Payroll Supervisor	33	\$ 80,575	\$ 84,649	\$ 88,925	\$ 93,425	\$ 98,172	\$ 103,119	\$ 108,358	\$ 2,070	\$ 110,525	\$ 112,693	\$ 117,027
Purchasing Coordinator	Monthly	\$ 6,714.56	\$ 7,054.11	\$ 7,410.45	\$ 7,785.45	\$ 8,180.98	\$ 8,593.29	\$ 9,029.86		\$ 9,210.46	\$ 9,391.05	\$ 9,752.25
	Hourly	\$ 38.74	\$ 40.70	\$ 42.75	\$ 44.92	\$ 47.20	\$ 49.58	\$ 52.10		\$ 53.14	\$ 54.18	\$ 56.26
Inventory Control Supervisor	34	\$ 82,590	\$ 86,754	\$ 91,164	\$ 95,776	\$ 100,612	\$ 105,739	\$ 111,045	\$ 2,136	\$ 113,266	\$ 115,487	\$ 119,928
Worker Driver Supervisor	Monthly	\$ 6,882.47	\$ 7,229.48	\$ 7,597.02	\$ 7,981.35	\$ 8,384.34	\$ 8,811.58	\$ 9,253.74		\$ 9,438.81	\$ 9,623.89	\$ 9,994.04
	Hourly	\$ 39.71	\$ 41.71	\$ 43.83	\$ 46.05	\$ 48.37	\$ 50.84	\$ 53.39		\$ 54.45	\$ 55.52	\$ 57.66
Customer Service Manager	35	\$ 84,649	\$ 88,925	\$ 93,425	\$ 98,172	\$ 103,119	\$ 108,358	\$ 113,821	\$ 2,167	\$ 116,097	\$ 118,374	\$ 122,927
Grants & Compliance Coordinator	Monthly	\$ 7,054.11	\$ 7,410.45	\$ 7,785.45	\$ 8,180.98	\$ 8,593.29	\$ 9,029.86	\$ 9,485.08		\$ 9,674.78	\$ 9,864.49	\$ 10,243.89
Transit Planner	Hourly	\$ 40.70	\$ 42.75	\$ 44.92	\$ 47.20	\$ 49.58	\$ 52.10	\$ 54.72		\$ 55.82	\$ 56.91	\$ 59.10
Facilities Maintenance Supervisor	36	\$ 86,754	\$ 91,164	\$ 95,776	\$ 100,612	\$ 105,739	\$ 111,045	\$ 116,687	\$ 2,245	\$ 119,020	\$ 121,354	\$ 126,022
Vehicle Maintenance Supervisor	Monthly	\$ 7,229.48	\$ 7,597.02	\$ 7,981.35	\$ 8,384.34	\$ 8,811.58	\$ 9,253.74	\$ 9,723.89		\$ 9,918.37	\$ 10,112.84	\$ 10,501.80
COB/Public Records Officer	Hourly	\$ 41.71	\$ 43.83	\$ 46.05	\$ 48.37	\$ 50.84	\$ 53.39	\$ 56.10		\$ 57.22	\$ 58.34	\$ 60.59
Human Resources Manager	37	\$ 88,925	\$ 93,425	\$ 98,172	\$ 103,119	\$ 108,358	\$ 113,821	\$ 119,597	\$ 2,285	\$ 121,989	\$ 124,381	\$ 129,165
Info Technology Administrator	Monthly	\$ 7,410.45	\$ 7,785.45	\$ 8,180.98	\$ 8,593.29	\$ 9,029.86	\$ 9,485.08	\$ 9,966.43		\$ 10,165.76	\$ 10,365.08	\$ 10,763.74
Safety & Security Training Admin	Hourly	\$ 42.75	\$ 44.92	\$ 47.20	\$ 49.58	\$ 52.10	\$ 54.72	\$ 57.50		\$ 58.65	\$ 59.80	\$ 62.10
Transportation & Land Use Planner												
	38	\$ 91,164	\$ 95,776	\$ 100,612	\$ 105,739	\$ 111,045	\$ 116,687	\$ 122,620	\$ 2,333	\$ 125,072	\$ 127,524	\$ 132,429
	Monthly	\$ 7,597.02	\$ 7,981.35	\$ 8,384.34	\$ 8,811.58	\$ 9,253.74	\$ 9,723.89	\$ 10,218.29		\$ 10,422.66	\$ 10,627.02	\$ 11,035.76
	Hourly	\$ 43.83	\$ 46.05	\$ 48.37	\$ 50.84	\$ 53.39	\$ 56.10	\$ 58.95		\$ 60.13	\$ 61.31	\$ 63.67
Accounting Supervisor	39	\$ 93,425	\$ 98,172	\$ 103,119	\$ 108,358	\$ 113,821	\$ 119,597	\$ 125,642	\$ 2,423	\$ 128,155	\$ 130,668	\$ 135,693
Marine Mechanic	Monthly	\$ 7,785.45	\$ 8,180.98	\$ 8,593.29	\$ 9,029.86	\$ 9,485.08	\$ 9,966.43	\$ 10,470.16		\$ 10,679.56	\$ 10,888.97	\$ 11,307.77
	Hourly	\$ 44.92	\$ 47.20	\$ 49.58	\$ 52.10	\$ 54.72	\$ 57.50	\$ 60.40		\$ 61.61	\$ 62.82	\$ 65.24
	40	\$ 95,776	\$ 100,612	\$ 105,739	\$ 111,045	\$ 116,687	\$ 122,620	\$ 128,799	\$ 2,480	\$ 131,375	\$ 133,951	\$ 139,103
	Monthly	\$ 7,981.35	\$ 8,384.34	\$ 8,811.58	\$ 9,253.74	\$ 9,723.89	\$ 10,218.29	\$ 10,733.22		\$ 10,947.88	\$ 11,162.55	\$ 11,591.88
	Hourly	\$ 46.05	\$ 48.37	\$ 50.84	\$ 53.39	\$ 56.10	\$ 58.95	\$ 61.92		\$ 63.16	\$ 64.40	\$ 66.88
	41	\$ 98,172	\$ 103,119	\$ 108,358	\$ 113,821	\$ 119,597	\$ 125,642	\$ 132,045	\$ 2,523	\$ 134,686	\$ 137,327	\$ 142,608
	Monthly	\$ 8,180.98	\$ 8,593.29	\$ 9,029.86	\$ 9,485.08	\$ 9,966.43	\$ 10,470.16	\$ 11,003.74		\$ 11,223.82	\$ 11,443.89	\$ 11,884.04
	Hourly	\$ 47.20	\$ 49.58	\$ 52.10	\$ 54.72	\$ 57.50	\$ 60.40	\$ 63.48		\$ 64.75	\$ 66.02	\$ 68.56
Captain	42	\$ 100,612	\$ 105,739	\$ 111,045	\$ 116,664	\$ 122,642	\$ 128,776	\$ 135,291	\$ 2,587	\$ 137,997	\$ 140,703	\$ 146,114
	Monthly	\$ 8,384.34	\$ 8,811.58	\$ 9,253.74	\$ 9,722.02	\$ 10,220.16	\$ 10,731.35	\$ 11,274.26		\$ 11,499.75	\$ 11,725.23	\$ 12,176.21
	Hourly	\$ 48.37	\$ 50.84	\$ 53.39	\$ 56.09	\$ 58.96	\$ 61.91	\$ 65.04		\$ 66.34	\$ 67.65	\$ 70.25
	43	\$ 103,119	\$ 108,358	\$ 113,821	\$ 119,575	\$ 125,642	\$ 132,045	\$ 138,694	\$ 2,662	\$ 141,468	\$ 144,242	\$ 149,790
	Monthly	\$ 8,593.29	\$ 9,029.86	\$ 9,485.08	\$ 9,964.56	\$ 10,470.16	\$ 11,003.74	\$ 11,557.85		\$ 11,789.00	\$ 12,020.16	\$ 12,482.47
	Hourly	\$ 49.58	\$ 52.10	\$ 54.72	\$ 57.49	\$ 60.40	\$ 63.48	\$ 66.68		\$ 68.01	\$ 69.35	\$ 72.01
ACCESS Operations Manager	44	\$ 105,739	\$ 111,045	\$ 116,687	\$ 122,620	\$ 128,799	\$ 135,291	\$ 142,164	\$ 2,721	\$ 145,008	\$ 147,851	\$ 153,537
Maintenance Manager	Monthly	\$ 8,811.58	\$ 9,253.74	\$ 9,723.89	\$ 10,218.29	\$ 10,733.22	\$ 11,274.26	\$ 11,847.03		\$ 12,083.97	\$ 12,320.91	\$ 12,794.79
Marine Ops & Maint Manager	Hourly	\$ 50.84	\$ 53.39	\$ 56.10	\$ 58.95	\$ 61.92	\$ 65.04	\$ 68.35		\$ 69.72	\$ 71.08	\$ 73.82
Routed Operations Manager												
	45	\$ 108,358	\$ 113,821	\$ 119,597	\$ 125,642	\$ 132,045	\$ 138,672	\$ 145,702	\$ 2,806	\$ 148,616	\$ 151,530	\$ 157,358
	Monthly	\$ 9,029.86	\$ 9,485.08	\$ 9,966.43	\$ 10,470.16	\$ 11,003.74	\$ 11,555.98	\$ 12,141.80		\$ 12,384.64	\$ 12,627.47	\$ 13,113.15
	Hourly	\$ 52.10	\$ 54.72	\$ 57.50	\$ 60.40	\$ 63.48	\$ 66.67	\$ 70.05		\$ 71.45	\$ 72.85	\$ 75.65
	46	\$ 111,045	\$ 116,687	\$ 122,620	\$ 128,799	\$ 135,291	\$ 142,164	\$ 149,351	\$ 2,877	\$ 152,338	\$ 155,325	\$ 161,299
	Monthly	\$ 9,253.74	\$ 9,723.89	\$ 10,218.29	\$ 10,733.22	\$ 11,274.26	\$ 11,847.03	\$ 12,445.91		\$ 12,694.82	\$ 12,943.74	\$ 13,441.58
	Hourly	\$ 53.39	\$ 56.10	\$ 58.95	\$ 61.92	\$ 65.04	\$ 68.35	\$ 71.80		\$ 73.24	\$ 74.68	\$ 77.55
	47	\$ 113,821	\$ 119,597	\$ 125,642	\$ 132,045	\$ 138,672	\$ 145,702	\$ 153,067	\$ 2,933	\$ 156,129	\$ 159,190	\$ 165,313
	Monthly	\$ 9,485.08	\$ 9,966.43	\$ 10,470.16	\$ 11,003.74	\$ 11,555.98	\$ 12,141.80	\$ 12,755.61		\$ 13,010.72	\$ 13,265.83	\$ 13,776.06
	Hourly	\$ 54.72	\$ 57.50	\$ 60.40	\$ 63.48	\$ 66.67	\$ 70.05	\$ 73.59		\$ 75.06	\$ 76.53	\$ 79.48
	48	\$ 116,687	\$ 122,620	\$ 128,799	\$ 135,291	\$ 142,164	\$ 149,351	\$ 156,896	\$ 3,017	\$ 160,034	\$ 163,171	\$ 169,447
	Monthly	\$ 9,723.89	\$ 10,218.29	\$ 10,733.22	\$ 11,274.26	\$ 11,847.03	\$ 12,445.91	\$ 13,074.64		\$ 13,336.13	\$ 13,597.62	\$ 14,120.61
	Hourly	\$ 56.10	\$ 58.95	\$ 61.92	\$ 65.04	\$ 68.35	\$ 71.80	\$ 75.43		\$ 76.94	\$ 78.45	\$ 81.47

Kitsap Transit
Non-Rep Salary Schedule
Effective July 10, 2022

Occupational/Job Classes	Salary Range	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Change from Current	15 years	20 years	25 years
	49	\$ 119,597	\$ 125,642	\$ 132,045	\$ 138,672	\$ 145,702	\$ 153,067	\$ 160,814	\$ 3,087	\$ 164,030	\$ 167,246	\$ 173,679
	Monthly	\$ 9,966.43	\$ 10,470.16	\$ 11,003.74	\$ 11,555.98	\$ 12,141.80	\$ 12,755.61	\$ 13,401.13		\$ 13,669.15	\$ 13,937.18	\$ 14,473.22
	Hourly	\$ 57.50	\$ 60.40	\$ 63.48	\$ 66.67	\$ 70.05	\$ 73.59	\$ 77.31		\$ 78.86	\$ 80.41	\$ 83.50
Human Resources Director	50	\$ 122,620	\$ 128,799	\$ 135,291	\$ 142,164	\$ 149,351	\$ 156,896	\$ 164,821	\$ 3,163	\$ 168,117	\$ 171,414	\$ 178,007
Marine Services Director	Monthly	\$ 10,218.29	\$ 10,733.22	\$ 11,274.26	\$ 11,847.03	\$ 12,445.91	\$ 13,074.64	\$ 13,735.09		\$ 14,009.79	\$ 14,284.49	\$ 14,833.89
Marketing & Public Info Director	Hourly	\$ 58.95	\$ 61.92	\$ 65.04	\$ 68.35	\$ 71.80	\$ 75.43	\$ 79.24		\$ 80.83	\$ 82.41	\$ 85.58
Serv & Cap Development Director												
	51	\$ 125,642	\$ 132,045	\$ 138,672	\$ 145,702	\$ 153,067	\$ 160,814	\$ 168,985	\$ 3,251	\$ 172,365	\$ 175,745	\$ 182,504
	Monthly	\$ 10,470.16	\$ 11,003.74	\$ 11,555.98	\$ 12,141.80	\$ 12,755.61	\$ 13,401.13	\$ 14,082.10		\$ 14,363.74	\$ 14,645.39	\$ 15,208.67
	Hourly	\$ 60.40	\$ 63.48	\$ 66.67	\$ 70.05	\$ 73.59	\$ 77.31	\$ 81.24		\$ 82.87	\$ 84.49	\$ 87.74
Finance Director	52	\$ 128,799	\$ 135,291	\$ 142,164	\$ 149,351	\$ 156,896	\$ 164,821	\$ 173,194	\$ 3,321	\$ 176,658	\$ 180,122	\$ 187,050
Operations Director	Monthly	\$ 11,274.26	\$ 11,847.03	\$ 12,445.91	\$ 13,074.64	\$ 13,735.09	\$ 14,432.85	\$ 15,164.19		\$ 15,472.51	\$ 15,770.16	\$ 16,377.48
Vehicle & Facilities Maint Director	Hourly	\$ 61.92	\$ 65.04	\$ 68.35	\$ 71.80	\$ 75.43	\$ 79.24	\$ 83.27		\$ 84.93	\$ 86.60	\$ 89.93
	53	\$ 132,045	\$ 138,694	\$ 145,702	\$ 153,067	\$ 160,791	\$ 168,963	\$ 177,537	\$ 3,400	\$ 181,088	\$ 184,639	\$ 191,740
	Monthly	\$ 11,003.74	\$ 11,557.85	\$ 12,141.80	\$ 12,755.61	\$ 13,399.27	\$ 14,080.24	\$ 14,794.79		\$ 15,090.69	\$ 15,386.58	\$ 15,978.37
	Hourly	\$ 63.48	\$ 66.68	\$ 70.05	\$ 73.59	\$ 77.30	\$ 81.23	\$ 85.35		\$ 87.06	\$ 88.77	\$ 92.18
	54	\$ 135,291	\$ 142,164	\$ 149,351	\$ 156,896	\$ 164,821	\$ 173,194	\$ 181,970	\$ 3,486	\$ 185,610	\$ 189,249	\$ 196,528
	Monthly	\$ 11,274.26	\$ 11,847.03	\$ 12,445.91	\$ 13,074.64	\$ 13,735.09	\$ 14,432.85	\$ 15,164.19		\$ 15,467.48	\$ 15,770.76	\$ 16,377.33
	Hourly	\$ 65.04	\$ 68.35	\$ 71.80	\$ 75.43	\$ 79.24	\$ 83.27	\$ 87.49		\$ 89.24	\$ 90.99	\$ 94.48
	55	\$ 138,672	\$ 145,702	\$ 153,067	\$ 160,814	\$ 168,985	\$ 177,515	\$ 186,515	\$ 3,579	\$ 190,245	\$ 193,976	\$ 201,436
	Monthly	\$ 11,555.98	\$ 12,141.80	\$ 12,755.61	\$ 13,401.13	\$ 14,082.10	\$ 14,792.92	\$ 15,542.92		\$ 15,853.78	\$ 16,164.64	\$ 16,786.36
	Hourly	\$ 66.67	\$ 70.05	\$ 73.59	\$ 77.31	\$ 81.24	\$ 85.34	\$ 89.67		\$ 91.46	\$ 93.26	\$ 96.84
	56	\$ 142,164	\$ 149,351	\$ 156,896	\$ 164,821	\$ 173,194	\$ 181,970	\$ 191,172	\$ 3,660	\$ 194,995	\$ 198,819	\$ 206,466
	Monthly	\$ 11,847.03	\$ 12,445.91	\$ 13,074.64	\$ 13,735.09	\$ 14,432.85	\$ 15,164.19	\$ 15,930.98		\$ 16,249.60	\$ 16,568.22	\$ 17,205.46
	Hourly	\$ 68.35	\$ 71.80	\$ 75.43	\$ 79.24	\$ 83.27	\$ 87.49	\$ 91.91		\$ 93.75	\$ 95.59	\$ 99.26
	57	\$ 145,702	\$ 153,067	\$ 160,814	\$ 168,985	\$ 177,515	\$ 186,515	\$ 195,963	\$ 3,771	\$ 199,882	\$ 203,801	\$ 211,640
	Monthly	\$ 12,141.80	\$ 12,755.61	\$ 13,401.13	\$ 14,082.10	\$ 14,792.92	\$ 15,542.92	\$ 16,330.24		\$ 16,656.84	\$ 16,983.45	\$ 17,636.66
	Hourly	\$ 70.05	\$ 73.59	\$ 77.31	\$ 81.24	\$ 85.34	\$ 89.67	\$ 94.21		\$ 96.10	\$ 97.98	\$ 101.75
	58	\$ 149,351	\$ 156,896	\$ 164,821	\$ 173,194	\$ 181,970	\$ 191,172	\$ 200,732	\$ 3,860	\$ 204,746	\$ 208,761	\$ 216,790
	Monthly	\$ 12,445.91	\$ 13,074.64	\$ 13,735.09	\$ 14,432.85	\$ 15,164.19	\$ 15,930.98	\$ 16,727.63		\$ 17,062.18	\$ 17,396.73	\$ 18,065.84
	Hourly	\$ 71.80	\$ 75.43	\$ 79.24	\$ 83.27	\$ 87.49	\$ 91.91	\$ 96.51		\$ 98.44	\$ 100.37	\$ 104.23
	59	\$ 153,067	\$ 160,814	\$ 168,985	\$ 177,515	\$ 186,515	\$ 195,963	\$ 205,769	\$ 3,946	\$ 209,884	\$ 214,000	\$ 222,230
	Monthly	\$ 12,755.61	\$ 13,401.13	\$ 14,082.10	\$ 14,792.92	\$ 15,542.92	\$ 16,330.24	\$ 17,147.40		\$ 17,490.35	\$ 17,833.30	\$ 18,519.20
	Hourly	\$ 73.59	\$ 77.31	\$ 81.24	\$ 85.34	\$ 89.67	\$ 94.21	\$ 98.93		\$ 100.91	\$ 102.88	\$ 106.84
Executive Director	60	\$ 156,896	\$ 164,821	\$ 173,194	\$ 181,970	\$ 191,172	\$ 200,732	\$ 210,739	\$ 4,049	\$ 214,954	\$ 219,169	\$ 227,598
	Monthly	\$ 13,074.64	\$ 13,735.09	\$ 14,432.85	\$ 15,164.19	\$ 15,930.98	\$ 16,727.63	\$ 17,561.58		\$ 17,912.81	\$ 18,264.05	\$ 18,966.51
	Hourly	\$ 75.43	\$ 79.24	\$ 83.27	\$ 87.49	\$ 91.91	\$ 96.51	\$ 101.32		\$ 103.34	\$ 105.37	\$ 109.42



Board of Commissioners Agenda Summary

MEETING DATE: July 05, 2022

AGENDA ITEM: Resolution No. 22-43, Contract Award - All Electric Vessel Design & Cost Estimate

SUBMITTED BY: Steffani Lillie

TITLE: Director

DEPARTMENT: Capital/Service Development

**EXHIBITS/
ATTACHMENTS:** Resolution No. 22-43

BUDGETARY IMPACT *(if applicable)*

BUDGETED: \$7,000,000.00

EXPENDITURE REQUIRED: \$845,000.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

MEETING DATE: July 5, 2022

RECOMMENDATION: Approve

COMMENTS:

**SUMMARY
STATEMENT**

This resolution authorizes the design of an all-electric vessel based upon the original design of the hybrid vessel Waterman with Glosten. This vessel will further Kitsap Transit's goal of providing sustainable green transportation to commuters in Kitsap County. Staff is requesting the Board of Commissioners approve the contract for the design of the all-electric vessel.

**RECOMMENDED
ACTION/MOTION:**

MOTION: Move to adopt Resolution No. 22-43, authorizing the sole-source contract award to Glosten for the design of an all-electric ferry for the local Kitsap Transit Ferry, in an amount not to exceed eight hundred forty-five thousand dollars (\$845,000.00).

RESOLUTION NO. 22-43

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS
AUTHORIZING STAFF TO AWARD A CONTRACT TO GLOSTEN FOR THE
DESIGN AND COST ESTIMATE OF AN ALL-ELECTRIC VESSEL FOR KITSAP
TRANSIT LOCAL FERRIES

WHEREAS, to further the goals of sustainable green transportation, Kitsap Transit seeks a new all-electric vessel for the local ferry commuter runs; and

WHEREAS, it has been determined Glosten, as the designer of the hybrid vessel M/V Waterman would be the most qualified to design an all-electric vessel; and

WHEREAS, at the request of Kitsap Transit staff, Glosten has prepared a proposal to provide the design of the all-electric vessel in three phases; and

WHEREAS, on June 3, 2022, Kitsap Transit received and evaluated the proposal from Glosten; and

WHEREAS, this contract provides for redesign of the propulsion system and hull shape modifications, and a value for the engineering phase with future shipyard costs; and

WHEREAS, Kitsap Transit is prepared to move forward with awarding phase 1, design, at this time; and

WHEREAS, the awards of Phase 2 Production Design, and Phase 3 Construction Management, will be brought forward for Board approval at a later stage during the project; and

WHEREAS, Kitsap Transit has determined that a sole source award to Glosten for this work is warranted; and

WHEREAS, staff has completed an evaluation based on cost and scope and considers Glosten proposal to be fair and reasonable in the amount not to exceed eight hundred forty-five thousand dollars (\$845,000.00).

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes the sole-source contract award to Glosten for the design of an all-electric vessel in the amount of eight hundred forty-five thousand dollars (\$845,000.00).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 5th day of July, 2022.

Edward Wolfe, Chairperson

ATTEST:

Jill A. Boltz, MMC
Clerk of the Board

DRAFT



Board of Commissioners Agenda Summary

MEETING DATE: July 05, 2022

AGENDA ITEM: Resolution No. 22-44, BI Ride Joint Marketing ILA with Bainbridge Island

SUBMITTED BY: Sanjay Bhatt

TITLE: Marketing & Public Info. Director

DEPARTMENT: Marketing

**EXHIBITS/
ATTACHMENTS:** Resolution No. 22-44
Interlocal Agreement

BUDGETARY IMPACT *(if applicable)*

BUDGETED: _____

EXPENDITURE REQUIRED: _____

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

MEETING DATE: July 5, 2022

RECOMMENDATION: Approve

COMMENTS:

**SUMMARY
STATEMENT**

In June 2022, staff at Kitsap Transit and the City of Bainbridge Island finalized an Inter-Local Agreement (ILA) for joint marketing of BI Ride, Kitsap Transit's on-demand shared-ride service that operates on Bainbridge Island. Under the ILA, the City and Kitsap Transit will jointly agree on the use of up to \$100,000 appropriated from the City's Transportation Benefit Fund for a marketing campaign designed to increase awareness and use of the BI Ride service. Kitsap Transit is in the process of selecting a marketing agency to develop a ridership campaign for BI Ride and anticipates submitting a plan to the City for approval later this year. Once the plan is approved, Kitsap Transit will seek reimbursement from the City for approved uses of the marketing funds.

**RECOMMENDED
ACTION/MOTION:**

MOTION: Move to adopt Resolution No. 22-44, authorizing staff to sign the Inter-Local Agreement with the City of Bainbridge Island, effective upon signature.

RESOLUTION NO. 22-44

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS
AUTHORIZING STAFF TO ENTER INTO AN INTERLOCAL AGREEMENT WITH
THE CITY OF BAINBRIDGE ISLAND FOR JOINT MARKETING OF BI RIDE

WHEREAS, on June 8, 2021, the City Council of Bainbridge Island unanimously passed a motion to appropriate \$100,000 from the Transportation Benefit Fund and to direct the City Manager to use the funding to support communications and engagement related to the BI Ride service, an on-demand, shared-ride service of Kitsap Transit; and

WHEREAS, the City of Bainbridge Island staff and Kitsap Transit have mutually agreed to an Interlocal Agreement for joint marketing of BI Ride to increase awareness and use of the BI Ride service; and

WHEREAS, the Interlocal Agreement sets up a process for joint approval of the marketing funds and allows for Kitsap Transit to be reimbursed by the City for approved uses; and

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to execute the Interlocal Agreement with the City of Bainbridge Island.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 5th day of July, 2022.

Edward Wolfe, Chairperson

ATTEST:

Jill A. Boltz, MMC
Clerk of the Board

INTERLOCAL AGREEMENT BETWEEN THE CITY OF BAINBRIDGE ISLAND AND KITSAP COUNTY TRANSPORTATION BENEFIT AREA AUTHORITY FOR JOINT MARKETING OF BI RIDE

- 1. Parties.** This interlocal agreement (“Agreement”) is made and entered into by and between the City of Bainbridge Island (“City”) and Kitsap County Transportation Benefit Area Authority, d/b/a Kitsap Transit, (“Kitsap Transit”). Both the City and Kitsap Transit are municipal corporations organized under the laws of the State of Washington and make this Agreement pursuant to the Interlocal Cooperation Act, Chapter 39.34 RCW.
- 2. Purpose of Agreement.** This Agreement provides for joint marketing of BI Ride, a shared-ride service that operates on Bainbridge Island.
- 3. Description of Marketing Funds Available.** On January 22, 2019, the Bainbridge Island City Council (“City Council”) adopted Resolution No. 2019-08, increasing the City’s vehicle license fee from \$20.00 to \$30.00. On January 22, 2019, the City Council also adopted Resolution No. 2019-06, allocating no more than \$100,000 of the increased revenue (“Marketing Funds”) to be used toward working with Kitsap Transit to engage the community and communicate the benefits of the current BI Ride service. On June 8, 2021, the City Council unanimously passed a motion to appropriate \$100,000 from the Transportation Benefit Fund and to direct the City Manager to use the funding to support communications and engagement related to the B.I. Ride service of Kitsap Transit.
- 4. Use of Marketing Funds.** All joint marketing of BI Ride performed under this Agreement shall go toward high-value and high-impact marketing outreach that shall include a metrics-based campaign designed to show an increase in awareness and use of the BI Ride service. Approved uses of the Marketing Funds for this purpose include, but are not limited to, the following:
 - A. Social media and traditional advertising and marketing efforts;
 - B. Event awareness and subsidizing rides for targeted groups to include seniors and youth during specified times of the year;
 - C. Collateral development for information campaigns with community groups; and
 - D. Stakeholder engagement and promotion with other taxing districts on Bainbridge Island.
 - E. Distribution of complimentary ORCA cards to Bainbridge Island residents under age eighteen.
- 5. Joint Decision Making.** The City Manager, and the Executive Director of Kitsap Transit (“Executive Director”) will jointly approve all uses of the Marketing Funds. No amount of the Marketing Funds will be allocated under this Agreement without the joint approval of both the City Manager and the Executive Director. Once a use of the Marketing Funds has been jointly approved via an administrative Memorandum of Understanding (MOU),

the City Manager and the Executive Director may mutually agree to a change in the use of the Marketing Funds as needed to accomplish the goals of this Agreement.

6. **Invoices.** When the parties have jointly approved a use of the Marketing Funds, Kitsap Transit shall proceed with, perform, and take all actions reasonably necessary to realize the jointly approved use. Kitsap Transit shall submit, in a format acceptable to the City, a quarterly invoice for the jointly approved costs of such use. Each jointly approved use of Marketing Funds shall be the subject of a separate invoice. The City shall pay all invoices by mailing a City check within sixty (60) days of receipt of a proper invoice from Kitsap Transit. For each jointly approved use, the City is only responsible for paying the amount of Marketing Funds that was jointly approved by the City Manager and Executive Director.
7. **Reporting Requirements.** On or before the six-month and one-year milestone from the commencement of this agreement, Kitsap Transit shall provide the City with a report containing the following information:
 - A. A summary of uses of the Marketing Funds jointly approved by the parties since the execution of this Agreement;
 - B. Data showing ridership (i.e. number of riders, origins and destinations) of the BI Ride service for each month that this Agreement has remained in effect;
 - C. Data showing, for every month that this Agreement has remained in effect, the number and percentage of BI Ride users who call to schedule a ride using the mobile application;
 - D. Data visualizations showing, for the prior year, the areas of Bainbridge Island with the most calls for the BI Ride service; and
 - E. Data visualizations showing, for the prior year, the areas of Bainbridge Island with the least calls for the BI Ride service.
8. **Term and Termination.**
 - A. This Agreement shall become effective upon execution by both parties and shall continue in full force and effect until December 31, 2023, unless sooner terminated by either party as provided below.
 - B. This Agreement may be terminated by either party without cause upon thirty (30) days' written notice to the other party. In the event of termination, Kitsap Transit shall be entitled to the amount of Marketing Funds that, at the time of termination, had been jointly approved by the parties under Section 5 of this Agreement.

9. Indemnification.

- A. Kitsap Transit shall defend, indemnify, and hold the City, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits, including attorney fees, arising out of or resulting from the acts, errors, or omissions of Kitsap Transit in performance of this Agreement, except for injuries and damages caused by the negligence, criminal acts, or willful misconduct of the City. If such claims, injuries, damages, losses, or suits, including attorney fees, are caused by or result from the concurrent negligence of the City, its officers, agents, employees, or volunteers, then this indemnity provision shall be valid and enforceable only to the extent of the negligence of Kitsap Transit.
- B. The City shall defend, indemnify, and hold Kitsap Transit, its officers, officials, employees, and volunteers harmless from any and all claims, injuries, damages, losses, or suits, including attorney fees, arising out of or resulting from the acts, errors, or omissions of the City in performance of this Agreement, except for injuries and damages caused by the negligence, criminal acts, or willful misconduct of Kitsap Transit. If such claims, injuries, damages, losses, or suits, including attorney fees, are caused by or result from the concurrent negligence of Kitsap Transit, its officers, agents, employees, or volunteers, then this indemnity provision shall be valid and enforceable only to the extent of the negligence of the City.
- C. It is further specifically and expressly understood that the indemnification provided herein constitutes each party's waiver of immunity under industrial insurance, Title 51 RCW, solely to carry out the purposes of this indemnification clause. The parties further acknowledge that they have mutually negotiated this waiver.
- D. The provisions of this section shall survive the expiration of this Agreement and shall also survive and remain in effect in the event that a court or other entity with jurisdiction determines that this Agreement or any portion thereof is not enforceable.

10. Insurance.

- A. Kitsap Transit is a member of the Washington State Transit Insurance Pool ("WSTIP"). If Kitsap Transit seeks to withdraw from WSTIP, Kitsap Transit shall provide the City with written notice of its decision to withdraw from WSTIP. Such notice shall be provided at least 45 days before the effective date of such withdrawal.
- B. The City is a member of the Washington Cities Insurance Authority ("WCIA"). If

the City seeks to withdraw from WCIA, the City shall provide Kitsap Transit with written notice of its decision to withdraw from WCIA. Such notice shall be provided at least 45 days before the effective date of such withdrawal.

11. Disputes. The Parties will work collaboratively in accordance with the following steps to resolve disagreements arising from activities performed under this Agreement. Disagreements will be resolved promptly and at the lowest level of authority appropriate. A Designated Representative will be identified by the City Manager for the City and the Executive Director for Kitsap Transit and the Designated Representatives will use their best efforts to resolve disputes and issues arising out of or related to this Agreement. Each Designated Representative will notify the other Parties and the other Designated Representative in writing of any problem or dispute the Designated Representative believes needs formal resolution. This written notice will include: (1) a description of the issue to be resolved; (2) a description of the difference between the involved Parties on the issue; and (3) a summary of steps taken by the Designated Representative(s) to resolve the issue. The Designated Representatives for the Parties involved in the dispute will endeavor in good faith to meet within three (3) business days of receiving the written notice and attempt to resolve the dispute. In the event the Designated Representatives cannot resolve the dispute (and that dispute is not subject to some other formal appeal process), the Kitsap Transit Executive Director and or his/her designee of the City Manager or his/her designee will endeavor in good faith to meet within seven (7) business days of receiving notice from a Designated Representative and engage in good faith negotiations to resolve the dispute. The Parties agree that they will have no right to seek relief under this Agreement in a court of law until and unless each of these procedural steps is exhausted; provided that if any applicable statute of limitations will or may run during the time that may be required to exhaust the procedural steps set forth above, an action may be filed.

12. Notice. All notices or requests required or permitted under this Agreement shall be in writing. All notices or requests will be delivered by email, will be personally served, or will be sent by certified mail, return receipt requested, postage prepaid. An emailed notice or request shall be deemed received on the day the email is received by the recipient if it is a regular business day. If the email notice is received on a weekend or a holiday, as recognized by either party, the email shall be deemed received on the first regular business day following the weekend or holiday. A notice or request that is personally served shall be deemed received on the date it is delivered. A notice or request sent by certified mail shall be deemed received three business days following the date when mailed. All notices or requests to Kitsap Transit will be sent to the Kitsap Transit Executive Director. All notices or requests to the City of Bainbridge Island will be sent to the City Manager.

13. Jurisdiction and Venue. This Agreement is governed by the laws of the State of Washington. Venue for any legal action arising from a dispute under this contract is in the Superior Court for Kitsap County, Washington.

14. Non-Discrimination. The parties shall not discriminate in any manner related to this

Agreement on the basis of race, color, national origin, sex, sexual orientation, religion, age, marital status, or disability.

15. Severability. If any provision of the Agreement shall be held invalid, the remainder of this Agreement shall not be affected thereby if such remainder would then continue to serve the purposes and objectives of all parties.

16. Entire Agreement. This Agreement constitutes the entire agreement between Parties. Any modifications or amendments to this Agreement shall be in writing and shall be signed by each party.

17. Compliance with RCW 39.34.040. Within five (5) days from the effective date of this Agreement, Kitsap Transit shall file the original of this Agreement with the Kitsap County Auditor or, alternatively, listed by subject on a public agency's website or other electronically retrievable public source, in accordance with RCW 39.34.040, and shall then provide the City with a conformed copy of the filed Agreement.

18. No Separate Entity. It is not contemplated that, as a result of this Agreement, any property, real or personal, will be jointly acquired by the parties to this Agreement. This Agreement does not establish or create a separate fund or legal entity. Neither party is authorized to bind the other to any contract or obligation. Each party to this Agreement shall be responsible for its own budgeting. To the extent that RCW 39.34.030 requires an administrator to be named, the City Manager and the Executive Director shall jointly administer this undertaking, as specified under the terms of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the later of the signature dates included below.

CITY OF BAINBRIDGE ISLAND

Date: 6/17/22

By: 

Blair King
City Manager

KITSAP TRANSIT

Date: _____

By: _____

John Clauson
Executive Director

Kitsap Transit

Income Statement - Transit Fund

May 2022

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Routed Fare	\$83,163	\$89,800	\$432,667	\$449,000	(\$16,333)	(3.64)%
Worker Driver Fares	\$69,806	\$73,200	\$345,977	\$366,000	(\$20,023)	(5.47)%
Van Pool Fares	\$12,313	\$10,300	\$71,490	\$51,500	\$19,990	38.82 %
Access Fare	\$12,968	\$15,600	\$64,270	\$78,000	(\$13,730)	(17.60)%
Parking	\$14,047	\$11,000	\$66,979	\$55,000	\$11,979	21.78 %
Advertisement	\$1,440	\$0	\$3,960	\$0	\$3,960	0.00 %
Lease Income	\$43,200	\$43,000	\$216,641	\$215,000	\$1,641	0.76 %
Other Operating Income	\$209	\$1,000	\$16,793	\$5,000	\$11,793	235.85 %
OPERATING REVENUE	\$237,148	\$243,900	\$1,218,776	\$1,219,500	(\$724)	(0.06)%
OPERATING EXPENSES						
General Administration	\$414,710	\$418,598	\$1,876,733	\$2,039,507	(\$162,775)	(7.98)%
Capital Development	\$50,649	\$66,750	\$241,969	\$410,128	(\$168,158)	(41.00)%
Customer Service	\$62,858	\$69,083	\$301,378	\$338,155	(\$36,776)	(10.88)%
Routed	\$963,156	\$1,145,406	\$4,451,565	\$5,464,193	(\$1,012,628)	(18.53)%
Worker Driver	\$81,252	\$95,843	\$395,675	\$451,346	(\$55,670)	(12.33)%
Rideshare	\$33,682	\$33,072	\$165,510	\$161,285	\$4,224	2.62 %
Access	\$624,811	\$729,777	\$2,956,848	\$3,449,780	(\$492,931)	(14.29)%
Vehicle Maintenance	\$932,463	\$775,668	\$3,737,412	\$3,817,455	(\$80,043)	(2.10)%
Facilities Maintenance	\$221,296	\$300,196	\$1,293,740	\$1,459,825	(\$166,084)	(11.38)%
Service Development	\$155,049	\$238,330	\$897,682	\$1,150,674	(\$252,991)	(21.99)%
Total Operating Expense	\$3,539,926	\$3,872,722	\$16,318,514	\$18,742,347	(\$2,423,833)	(12.93)%
OPERATING INCOME (LOSS)	(\$3,302,779)	(\$3,628,822)	(\$15,099,738)	(\$17,522,847)	\$2,423,109	(13.83)%
NON OPERATING INCOME (EXPENSE)						
Sales Tax	\$4,697,000	\$4,674,000	\$21,316,000	\$21,213,000	\$103,000	0.49 %
State Operating Grant	\$6,895	\$6,667	\$34,473	\$33,333	\$1,139	3.42 %
Other Operating Grant	\$0	\$0	\$1,818	\$0	\$1,818	0.00 %
Interest Income	\$48,827	\$25,000	\$151,560	\$125,000	\$26,560	21.25 %
Misc Income / (Expense)	\$0	\$0	(\$5,587)	\$0	(\$5,587)	0.00 %
Interest Expense	(\$2,120)	(\$1,917)	(\$10,602)	(\$9,583)	(\$1,018)	10.63 %
Depreciation Expense	(\$535,238)	(\$716,667)	(\$2,676,213)	(\$3,583,333)	\$907,120	(25.32)%
Amortization Expense	(\$5,527)	(\$5,527)	(\$27,634)	(\$27,635)	\$1	0.00 %
Sales Tax Collection Fee	(\$46,970)	(\$46,740)	(\$213,160)	(\$212,130)	(\$1,030)	0.49 %
Gain/Loss Disposition of Assets	\$920	\$0	\$31,176	\$0	\$31,176	0.00 %
Total Non Operating Income (Expense)	\$4,163,786	\$3,934,816	\$18,601,831	\$17,538,652	\$1,063,179	6.06 %
NET INCOME (LOSS)	\$861,008	\$305,994	\$3,502,093	\$15,805	\$3,486,288	22,058.12 %

Kitsap Transit

Income Statement - Ferry Fund

May 2022

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Local Ferry Fares	\$45,683	\$57,000	\$239,754	\$233,000	\$6,754	2.90 %
Bremerton Fast Ferry Fares	\$101,981	\$110,000	\$504,629	\$422,000	\$82,629	19.58 %
Kingston Fast Ferry Fares	\$25,771	\$20,000	\$114,622	\$88,000	\$26,622	30.25 %
Southworth Fast Ferry Fares	\$26,000	\$29,000	\$128,902	\$145,000	(\$16,098)	(11.10)%
Total Operating Revenue	\$199,435	\$216,000	\$987,907	\$888,000	\$99,907	11.25 %
OPERATING EXPENSE						
General Administration	\$147,096	\$174,991	\$769,527	\$865,630	(\$96,103)	(11.10)%
Local Ferry Operations	\$98,822	\$115,125	\$477,471	\$552,099	(\$74,628)	(13.52)%
Bremerton Fast Ferry Operations	\$317,984	\$291,680	\$1,512,681	\$1,425,383	\$87,298	6.12 %
Kingston Fast Ferry Operations	\$220,752	\$204,063	\$1,205,357	\$980,246	\$225,111	22.96 %
Southworth Fast Ferry Operations	\$219,472	\$199,062	\$944,329	\$936,905	\$7,425	0.79 %
Maintenance and Facilities	\$356,322	\$345,193	\$1,719,150	\$1,618,033	\$101,117	6.25 %
	\$1,360,449	\$1,330,113	\$6,628,516	\$6,378,296	\$250,220	3.92 %
OPERATING INCOME (LOSS)	(\$1,161,014)	(\$1,114,113)	(\$5,640,609)	(\$5,490,296)	(\$150,313)	2.74 %
NON OPERATING REVENUE (EXPENSE)						
Sales Tax Revenue	\$1,751,000	\$1,743,000	\$7,981,000	\$7,943,000	\$38,000	0.48 %
Operating Grants	\$0	\$34,750	\$0	\$173,750	(\$173,750)	(100.00)%
Interest Income	\$7,146	\$5,000	\$24,225	\$25,000	(\$775)	(3.10)%
Interest Expense	(\$83,143)	(\$78,500)	(\$415,717)	(\$392,500)	(\$23,217)	5.92 %
Depreciation	(\$279,771)	(\$266,667)	(\$1,398,854)	(\$1,333,333)	(\$65,521)	4.91 %
Amortization	(\$1,013)	(\$1,013)	(\$5,067)	(\$5,065)	(\$2)	0.03 %
Sales Tax Collection Fee	(\$17,510)	(\$17,430)	(\$79,760)	(\$79,430)	(\$330)	0.42 %
Total Non Operating Income (Expense)	\$1,376,708	\$1,419,140	\$6,105,828	\$6,331,422	(\$225,594)	(3.56)%
NET INCOME (LOSS)	\$215,695	\$305,027	\$465,219	\$841,126	(\$375,907)	(44.69)%

**Kitsap Transit
Balance Sheet
May 31, 2022**

	Bus Fund	Ferry Fund	Consolidated
		ASSETS	
Cash and Cash Equivalents	4,547,942	3,793,747	8,341,688
Investment - General Fund	55,654,673	9,522,509	65,177,182
Investment - Stimulus Reserve	34,612,740	2,657,058	37,269,798
Investment - Fleet Reserve	5,000,000		5,000,000
Investment - Capital Project Reserve	11,000,000	1,000,000	12,000,000
Investment - Debt Service Reserve	259,655	2,806,599	3,066,254
Investment - Contingency Reserve	4,000,000	-	4,000,000
Investment - Fuel Reserve	2,883,250	-	2,883,250
Tax Receivable	8,435,114	3,141,696	11,576,810
Capital Grants Receivable	1,511	-	1,511
Operating Grants Receivable	18,115	3,511	21,626
Accounts Receivable	265,111	3,544	268,655
Due from Transit	-	79,911	79,911
Inventory	1,229,046	1,548,932	2,777,977
Prepaid Expenses	1,113,447	662,784	1,776,232
TOTAL CURRENT ASSETS	\$ 129,020,603	\$ 25,220,291	\$ 154,240,894
Fixtures & Equipment, Net of Depreciation	1,562,047	56,055	1,618,102
Facilities, Net of Depreciation	33,186,458	5,178,103	38,364,561
Rolling Stock, Net Depreciation	16,776,432	51,325	16,827,757
Passenger Ferries, Net Depreciation	-	50,358,940	50,358,940
Capital Work in Progress	10,766,404	26,528,059	37,294,463
Leasehold Improvement, Net Amortization	1,671,002	-	1,671,002
Leased Facilities, Net Amortization	343,805	2,671,626	3,015,431
Land	19,016,725	-	19,016,725
Intangible Assets, Net Amortization	304,226	-	304,226
TOTAL CAPITAL ASSETS	\$ 83,627,100	\$ 84,844,107	\$ 168,471,208
TOTAL ASSETS	\$ 212,647,703	\$ 110,064,398	\$ 322,712,101
LIABILITIES AND NET POSITION			
		LIABILITIES	
Accounts Payable	897,971	714,389	1,612,360
Due to Ferry	79,911	-	79,911
Payables to Other Transits	216,077	-	216,077
Deferred Revenues	173,050	21,127	194,177
Accrued Wages Payable	2,531,350	322,551	2,853,901
Employee Benefit Payable	389,551	55,115	444,666
Interest Payable	12,890	180,184	193,074
Short-Term Debt	259,239	2,800,000	3,059,239
Long-Term Debt	683,666	31,965,000	32,648,666
TOTAL LIABILITIES	\$ 5,243,705	\$ 36,058,366	\$ 41,302,071
		NET POSITION	
Invested in Capital Assets, Net of Related Debt	82,684,195	50,079,107	132,763,302
Restricted	57,755,645	6,463,656	64,219,301
Unrestricted	66,964,158	17,463,268	84,427,426
TOTAL NET POSITION	207,403,998	74,006,032	281,410,030
TOTAL LIABILITIES AND NET POSITION	\$ 212,647,703	\$ 110,064,398	\$ 322,712,101

Capital Work In Progress May										
	Capital Budget And Expenditures							Capital Funding		
	2022 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget
Transit Fund										
Routed Coaches (7 Electric)	10,790,861	-	-	9,668,472	1,122,389	10%	-	6,238,821	4,552,040	10,790,861
Access Bus & Van/VanLink Replacements	2,973,813	-	-	3,319,672	(345,859)	-12%	-	-	2,973,813	2,973,813
Electric Bus (6 Electric)	5,844,054	-	-	5,844,054	-	0%	164,464	1,924,054	3,920,000	5,844,054
Electric Bus Charger	136,139	-	-	-	136,139	100%	-	27,228	108,911	136,139
Supervisor Vehicles (2)	150,000	-	-	-	150,000	100%	-	-	150,000	150,000
Worker Driver Buses (5 Electric)	5,040,000	-	-	4,860,685	179,315	4%	-	5,040,000	-	5,040,000
Rebuild Vehicles (5 WD)	500,000	-	-	-	500,000	100%	-	500,000	-	500,000
Pillar Cameras (42 WD)	252,000	-	-	-	252,000	100%	-	252,000	-	252,000
Vanpool Replacements	500,000	-	-	-	500,000	100%	-	500,000	-	500,000
APC Systems Equipment/Digital Signage	2,000,000	-	218	-	1,999,782	100%	218	2,000,000	-	2,000,000
Operations Bases										-
Harborside:										-
Harborside Tenant Improvements	20,000	-	-	-	20,000	100%	-	20,000	-	20,000
Harborside HVAC Tenant Upgrade	85,000	-	-	-	85,000	100%	-	85,000	-	85,000
HVAC System KT Harborside	90,000	-	-	-	90,000	100%	-	90,000	-	90,000
Reception Flooring Replacement	35,000	-	-	-	35,000	100%	-	35,000	-	35,000
Charleston Base										-
Server Room AC (New)(Current Leaking)	15,000	-	-	-	15,000	100%	-	15,000	-	15,000
Electric Infrastructure Construction	2,154,582	-	10,955	-	2,143,627	99%	1,183,904	191,555	1,963,027	2,154,582
Northbase										
North Base HD Maintenance Facility (Planning)	2,437,348	-	-	-	2,437,348	100%	412	9,016	2,428,332	2,437,348
Hoist Improvements (PM Bay)	35,000	-	-	-	35,000	100%	-	35,000	-	35,000
South Base										
South Base (ESA, Permits, CM)	307,962	-	-	-	307,962	100%	102,985	61,592	246,370	307,962
South Base Construction (Locate and Design)	2,500,000	-	-	-	2,500,000	100%	-	2,500,000	-	2,500,000
South Base Re-Roofing	150,000	-	-	-	150,000	100%	-	150,000	-	150,000
Transfer Centers / Park & Ride										
Harper Park & Ride Upgrades (New amenities)	20,000	-	-	-	20,000	100%	-	20,000	-	20,000
Hwy 16 Park & Ride Planning and Design	3,778,075	856	9,337	1,018,281	2,750,458	73%	1,872,295	1,188,790	2,589,285	3,778,075
HWY 16 Park & Ride Construction	6,250,000	-	-	-	6,250,000	100%	-	-	6,250,000	6,250,000
Silverdale Transfer Center	19,841,638	795	218,634	8,658,269	10,964,735	55%	2,803,292	4,000,000	15,841,638	19,841,638
Ruth Haines Road (Design & Construction)	1,300,000	-	22,218	-	1,277,782	98%	22,218	1,300,000	-	1,300,000
Rental Park and Ride Improvements	20,000	-	-	-	20,000	100%	605,797	20,000	-	20,000
Gateway Bus Storage Facility & Park and Ride Analysis TOD	200,000	-	11,996	-	188,004	94%	11,996	40,000	160,000	200,000
Gateway Bus Storage Facility & Park and Ride PE/Design	832,370	-	479	-	831,891	100%	8,003	112,370	720,000	832,370
SR104 P&R PE/Design	578,036	-	-	-	578,036	100%	-	78,035	500,000	578,035
Gateway Center Rehabilitation - PE/Design/Complete	5,000,000	-	-	-	5,000,000	100%	160,482	5,000,000	-	5,000,000
Bremerton Park & Ride (Replacing Gateway Center)	9,000,000	-	-	-	9,000,000	100%	-	9,000,000	-	9,000,000
Port Orchard Transit Center Planning	937,500	-	-	-	937,500	100%	-	187,500	750,000	937,500
Bainbridge Monument Sign	15,000	-	-	-	15,000	100%	-	15,000	-	15,000
Bike Barn Lighting/Security Cameras	31,315	-	-	-	31,315	100%	-	6,263	25,052	31,315
Poulsbo Park & Ride (Right of Way Only)	1,500,000	-	-	-	1,500,000	100%	-	1,500,000	-	1,500,000

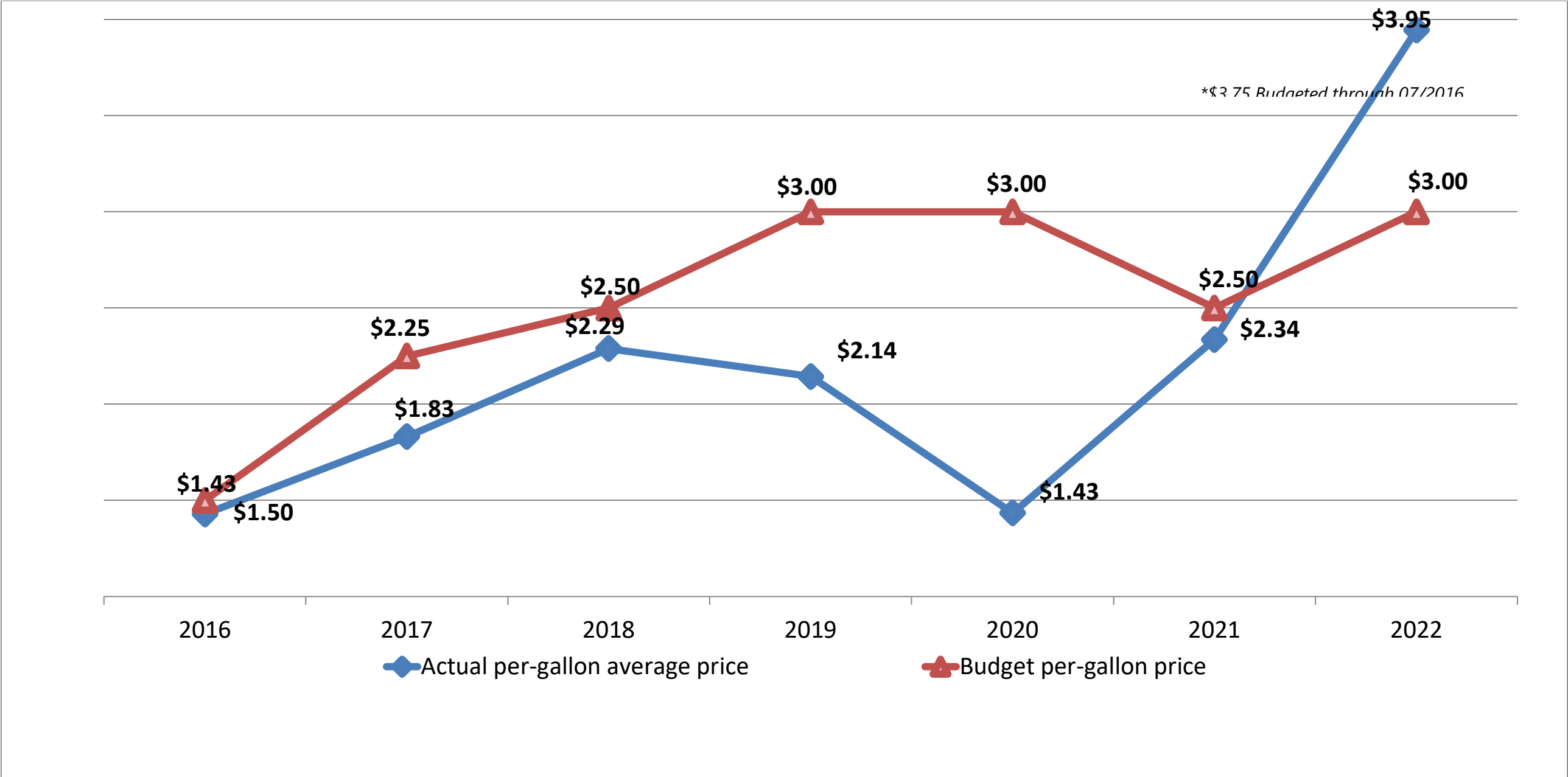
Capital Work In Progress May										
	Capital Budget And Expenditures							Capital Funding		
	2022 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget
Inductive Charging (BTC, STC, WBTC & BITC)	1,500,000	-	-	-	1,500,000	100%	-	1,500,000	-	1,500,000
Port Orchard Park & Ride (Design Only)	1,800,000	-	-	-	1,800,000	100%	-	1,800,000	-	1,800,000
Silverdale Park & Ride (Design & ROW)	1,650,000	-	-	-	1,650,000	100%	-	1,650,000	-	1,650,000
Day Road Park & Ride (Match Only)	1,000,000	-	-	-	1,000,000	100%	-	1,000,000	-	1,000,000
Equipment and Systems		-								
Drive Cameras for Buses	8,638	-	-	-	8,638	100%	-	2,000	6,638	8,638
ORCA Cap Costs ngO & Equip	1,293,209	162	26,549	149,141	1,117,519	86%	3,800,471	1,293,209	-	1,293,209
Computer Infrastructure Improvements	100,000	-	-	-	100,000	100%	-	100,000	-	100,000
Servers and Capitalized Computer Equip.	150,000	-	5,384	-	144,616	96%	5,384	150,000	-	150,000
VEEM Backup and Recover Software/Server	150,000	-	-	-	150,000	100%	-	150,000	-	150,000
APC UPS for Servers	60,000	-	-	-	60,000	100%	-	60,000	-	60,000
IP Cameras (Bremerton, PO Dock, South Base, CII)	200,000	-	-	-	200,000	100%	-	200,000	-	200,000
Misc. Equipment	10,000	-	11,347	-	(1,347)	-13%	11,347	10,000	-	10,000
Track Loader	60,000	-	-	-	60,000	100%	-	60,000	-	60,000
3 Axle Trailer	15,000	-	13,137	-	1,863	12%	13,137	15,000	-	15,000
Fleet AC Machine	25,000	-	-	-	25,000	100%	-	25,000	-	25,000
Bus Wheel Equipment	12,000	-	-	-	12,000	100%	-	12,000	-	12,000
Air Torque Equip.	12,000	-	-	-	12,000	100%	-	12,000	-	12,000
SMS System	20,000	-	-	-	20,000	100%	-	20,000	-	20,000
HR Applicant Tracking Software	25,000	-	-	-	25,000	100%	-	25,000	-	25,000
Transit Fund Total	93,411,540	1,813	330,254	33,518,574	59,562,712	64%	10,766,404	50,226,433	43,185,106	93,411,539
Ferry Fund										
Ferry Vessels										
Fast Ferry Bow Loading Class (Retainage)	700,000	-	650,816	49,110	74	0%	12,063,058	700,000	-	700,000
Owner Representation (New Vessels)	150,000	3,167	25,504	25,111	99,385	66%	399,531	150,000	-	150,000
MV Solano Purchase/PE/Rehabilitation	5,141,023	176,083	200,206	6,181,877	(1,241,060)	-24%	6,371,156	1,803,675	3,337,348	5,141,023
Spare Jet Bow Loaders	700,000	-	-	-	700,000	100%	-	700,000	-	700,000
Genset Bow Loaders	150,000	-	-	-	150,000	100%	-	150,000	-	150,000
Spare Engines Lady/Reliance	210,000	-	-	268,550	(58,550)	-28%	-	28,158	181,842	210,000
Workboat	288,837	-	-	-	288,837	100%	-	70,000	218,837	288,837
Finest Jet Replacement	1,200,000	-	-	-	1,200,000	100%	-	1,200,000	-	1,200,000
Vessel Engine Replacements (MTU)	2,000,000	-	-	1,728,798	271,202	14%	-	2,000,000	-	2,000,000
RP1 Foil Replacement (2)	650,000	-	140,972	1,474,000	(964,972)	-148%	140,972	76,030	573,970	650,000
Electric Foot Ferry & Infrastructure (Match Only)	2,500,000	-	-	-	2,500,000	100%	-	2,500,000	-	2,500,000
Ferry Terminal										
Annapolis Ferry Dock Fendering	465,116	-	409,074	-	56,042	12%	5,335,359	319,564	145,552	465,116
Bremerton Emergency Intercom	351,205	-	-	-	351,205	100%	-	70,241	280,964	351,205
BTC Fire Alarm Replacement	150,000	-	-	-	150,000	100%	-	150,000	-	150,000
Alternative Analysis Seattle Terminal	196,298	-	14,676	-	181,622	93%	193,414	196,298	-	196,298
Seattle Terminal PE	3,575,000	-	-	-	3,575,000	100%	-	1,075,000	2,500,000	3,575,000
Southworth Terminal Redevelopment (WSF Partner)	3,103,804	-	-	-	3,103,804	100%	-	853,804	2,250,000	3,103,804
Annapolis Shore Power	80,000	-	177	-	79,823	100%	177	30,376	49,624	80,000

Capital Work In Progress May										
	Capital Budget And Expenditures							Capital Funding		
	2022 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget
Southworth Outfitting	50,000	-	-	-	50,000	100%	-	50,000	-	50,000
Southworth Parking Lot Changes	1,000,000	-	-	-	1,000,000	100%	622	1,000,000	-	1,000,000
POF Preventative Maintenance	417,383	-	37,995	-	379,388	91%	37,995	-	417,383	417,383
Breakwater at Port Orchard Marina (Partnership)	1,000,000	-	-	-	1,000,000	100%	-	1,000,000	-	1,000,000
Port Orchard Ferry Terminal Decking Replacement	500,000	-	143,208	-	356,792	71%	143,208	202,016	297,984	500,000
Float Mooring & Rehabilitation	2,000,000	-	-	-	2,000,000	100%	-	2,000,000	-	2,000,000
Mooring Dock Alt. Analysis, Purchase & Improvements	5,000,000	-	29,180	-	4,970,820	99%	1,835,040	5,000,000	-	5,000,000
Marine Maintenance Fac. (Locate, ROW & Concept. Design)	3,500,000	-	-	-	3,500,000	100%	-	3,500,000	-	3,500,000
Seattle Docking Facility (Match Only)	7,000,000	-	-	-	7,000,000	100%	-	7,000,000	-	7,000,000
Ferry Tools & Equipment										
Flatbed Truck	70,000	-	-	-	70,000	100%	-	70,000	-	70,000
Marine Specialty Tools	10,000	-	-	-	10,000	100%	-	10,000	-	10,000
Impellers	7,887	-	7,529	-	358	5%	7,529		7,887	7,887
Ferry Fund Total	42,166,553	179,249	1,659,335	9,727,446	30,779,771	73%	26,528,059	31,905,162	10,261,391	42,166,553
Grand Total	135,578,093	181,062	1,989,589	43,246,021	90,342,484	67%	37,294,463	82,131,595	53,446,497	135,578,092

Kitsap Transit Diesel Costs

Updated through

June 2022



Per-gallon average price	2016	2017	2018	2019	2020	2021	2022
January	\$1.05	\$1.78	\$2.10	\$1.89	\$1.99	\$1.68	\$2.89
February	\$1.04	\$1.75	\$2.04	\$2.08	\$1.80	\$2.04	\$3.18
March	\$1.15	\$1.64	\$2.02	\$2.13	\$1.31	\$2.15	\$3.90
April	\$1.16	\$1.78	\$2.36	\$2.21	\$1.04	\$2.07	\$4.30
May	\$1.57	\$1.70	\$2.46	\$2.34	\$1.08	\$2.23	\$4.30
June	\$1.76	\$1.58	\$2.58	\$1.93	\$1.25	\$2.44	\$5.10
July	\$1.59	\$1.61	\$2.39	\$2.08	\$1.36	\$2.37	
August	\$1.45	\$1.81	\$2.29	\$2.05	\$1.37	\$2.47	
September	\$1.52	\$2.12	\$2.38	\$2.13	\$1.27	\$2.41	
October	\$1.61	\$2.04	\$2.58	\$2.47	\$1.38	\$2.73	
November	\$1.63	\$2.20	\$2.36	\$2.40	\$1.72	\$2.73	
December	\$1.62	\$1.96	\$1.90	\$2.02	\$1.64	\$2.72	
Monthly Avg. Cost YTD	\$ 1.43	\$ 1.83	\$ 2.29	\$ 2.14	\$ 1.43	\$ 2.34	\$ 3.95
Budgeted Per-Gallon Price	\$ 1.50	\$ 2.25	\$ 2.50	\$ 3.00	\$ 3.00	\$ 2.50	\$ 3.00

In June, KT paid \$5.10 a gallon for fuel compared to \$4.30 in May. The year-to-date per-gallon average price as of June was \$3.95 compared \$3.00 a gallon for fuel budgeted for 2022.



To: Kitsap Transit
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)
Date: June 27, 2022
Re: July 2022 Board Meeting – Legislative Report

WA Revenue Forecast Update

Washington's projected General Fund revenue collections for the 2021–23 state budget have increased by a net of nearly \$1.46 billion, according to estimates released in June by the Washington State Economic and Revenue Forecast Council. "Continued strong revenue collections and high inflation have again resulted in increases in the revenue forecast," said Steve Lerch, executive director of the Council. Total General Fund revenues are now projected at nearly \$63.2 billion for the current two-year state budget cycle, which began July 1, 2021.

The Council also increased the net Near General Fund forecast for the next biennium (2023–25) by nearly \$632 million. The council projects General Fund revenues will total nearly \$66 billion for the next biennium, which begins July 1, 2023. The next state revenue forecast is Sept. 23.

At the time of this writing, the quarterly transportation-specific revenue forecast expected in June has yet to be published.

Kitsap Transit 2023 Legislative Agenda

Although the exact makeup of the 2023 Legislature is still unknown pending this year's election results, preliminary discussions about possible legislative agenda items for next year's session have already begun. Issues related to project phasing are expected to be under consideration next session, as well as various policy issues. Please be thinking of possible items for further internal discussion.

Washington State Transit Association (WSTA)

WSTA's 2nd Quarter Board Meeting took place on June 16 & 17 in Bremerton, hosted by Kitsap Transit. The agenda included a review of the past year's legislative successes and challenges, as well as a preliminary discussion about possible future efforts in 2023 and beyond. Keeping an eye on this year's election results, WSTA will look to finalize its legislative agenda this fall.

Washington Highway Users Federation (WHUF)

WHUF will be hosting an update on federal transportation funding on Wednesday, July 20, from 12:00-1:00 pm. The virtual event will feature Ralph Rizzo, the WA Division Administrator for the Federal Highway Administration, and Megan Cotton, the Tribal and Federal Relations Director for WSDOT, and will focus on the funding opportunities available from, and the implementation of, the federal bipartisan infrastructure law. Registration is open to WHUF members, including KT, if anyone wishes to join.

Kitsap Transit 2022 Goals Progress to Date

Bus Service Planning/Improvements

Percent of Completion

Increase ridership 5 percent over 2021 numbers Jan 28.79%; Feb 35.49%; Mar 33.39%; Apr 31.08%; May 34.98% (32.79% average increase over Jan/Feb/Mar/Apr/May 2021)	0%
Add 45 new operators 16 since January 1 (36% gross)	0%
Increase hours of bus service by 10 percent Summer 2021 bid to Summer 2022 bid is 6.72% increase	0%
Complete right-of-way acquisition for new Poulsbo Park & Ride	10%

Passenger-only ferry projects

Percent of Completion

Complete design modifications and have design ready to go to bid for electric vessel for local foot ferry service	2%
Complete alternatives analysis for new Marine Maintenance Facility	0%

Administration

Percent of Completion

Publish content regularly through multiple channels (social media, e-news, etc.) that increase awareness and consideration of Kitsap Transit's services and enhances the brand	90%
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Effective 6/30/22

ACCESS Driver of the Month - May 2022 Dave Burch

Congratulations to ACCESS driver Dave Burch, who was awarded the May Driver of the Month. Dave has been a driver since September 8, 2014. This is his 5th Driver of the Month award.

Dave's most memorable moment was when he started as a driver and learned how valuable ACCESS service is to our passengers.

When he isn't driving, he enjoys fishing, camping, hunting, softball, and barbecuing. He is looking forward to retiring.

His words of wisdom are "Pay attention and be respectful to our clients."



Worker Driver of the Month- May 2022 – Todd Lachelt

Todd's most memorable moment at KT was the time he didn't get home until after 4AM after his bus got stuck in a snowstorm. He enjoys riding his Harley and RVing. Todd's words of wisdom are never get complacent and stay alert.

Congratulations Todd! Great Job!

