



BOARD OF COMMISSIONERS MEETING AGENDA

Date: March 3, 2026

Time: 10:30 AM – 12:00 PM

	<u>Page</u>
1. CALL TO ORDER	
2. AGENDA REVIEW	
3. CHAIRPERSON'S COMMENTS	
4. COMMUNITY ADVISORY COMMITTEE REPORT	
5. CONSENT / ACTION ITEMS	
<i>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.</i>	
a. Warrants for January 2026	1
b. Minutes of February 3, 2026	2
6. FULL DISCUSSION / ACTION ITEMS	
a. Resolution No. 26-15, Approve CBA, IAM Local 160 & Teamsters Local 589	8
b. Resolution No. 26-16, Award KT 25-11 Enetai Hull Fitting	10
c. Resolution No. 26-17, Approve Bremerton Police Off Duty Services	14
d. Resolution No. 26-18, Approve Rideshare (Vanpool) Vehicle Purchase	19
e. Resolution No. 26-19, Approve Fuel Monitoring System	21
f. Resolution No. 26-20, Approve Transit Driver Appreciation Day	23
g. Resolution No. 26-21, Approve Kitsap Transit Surplus 2026	25
7. EXECUTIVE DIRECTOR ITEMS	
8. STAFF RECOGNITION/PROGRESS REPORTS	
a. Recognize Drivers of the Month for January 2026 (10:45 AM)	
b. 4 th Quarter 2025 System Performance Reports	28
c. 4 th Quarter 2025 Financial Report Transit and Ferry	37
d. Draft Financial Reports through January 2026	49
e. Report from Kitsap Transit State Lobbyist February 2026	52
f. Capital Work in Progress January 2026	60
g. Fuel Costs Report through the end of February 2026	62

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:

Agendas and Board 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 JacquelynB@kitsaptransit.com by noon on the Wednesday before the meeting.



MEMORANDUM

TO: The Kitsap Transit Board of Commissioners
DATE: March 3rd, 2026
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 Shinnors, 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 March 3rd, 2026, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for January 1st, 2026, through January 31st, 2026:

- Warrant numbers transit fund 175603 to 175939 of \$4,124,107
- Warrant numbers ferry fund 609941 to 610035 of \$2,066,147
- Payroll Account disbursements of \$3,630,314
- ACH clearing account payments of \$90,542
- Travel Account Disbursements of \$2,982
- Purchasing Card Disbursements of \$46,342

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 3rd day of March 2026.

Katherine T. Walters, Chair

ATTEST:

Jackie Bidon, Clerk of Board

**KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING
MINUTES OF February 3, 2026**

Board of Commissioners Present:

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

Staff Present:

Sanjay Bhatt, Marketing & Public Information Director; Jackie Bidon, Clerk of the Board, Public Records Officer; Michael Bozarth, Operations Director; John Clauson, Executive Director; Dennis Griffey, Vehicle and Facilities Maintenance Director; Steffani Lillie, Service and Capital Development Director; Mary Pauly, Human Resources Director; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Paul Shinnars, Finance Director; Nick Zylstra, Marine Services Director

Attended virtual: David Weibel, Legal Counsel

Select the video Zoom address below or copy and paste into your browser address field to hear the Kitsap Transit Board of Commissioners discussion of a specific topic, or the complete meeting. Note the video time stamp beside the topic.

https://kitsaptransit.zoom.us/rec/share/-LdOEkt_FdlI3m2KoRhJbZMPzyHkNpUTIZnzRGDNaG80s5dAqOoUWliL2eOAGu9-.fmT4qVzUHEc8Yyf8
Passcode: XcN.0!M7

1. CALL TO ORDER: Chairperson Walters called the meeting of the Kitsap Transit Board of Commissioners to order at 10:30 AM.

2. AGENDA REVIEW

Upon review by the Board, the agenda remained unchanged.

3. CHAIRPERSON'S COMMENTS

0:00:53, Commissioner Walters noted that the Kitsap Daily News published a write-up on Sanjay Bhatt's presentation regarding Kitsap Transit's preparations for the World Cup. She also remarked that the event is 132 days away.

4. COMMUNITY ADVISORY COMMITTEE REPORT

0:01:51, Executive Director Clauson briefed the Board on discussions held at the Community Advisory Committee meeting on January 29, 2026. Topics included Kitsap Transit's automated rider alert notifications for delays and cancellations, as well as the implementation timeline for the new ORCA scanners intended to support faster boarding. The committee also discussed concerns regarding ferry offloading procedures and vessel availability—particularly on the Southworth route. Nick Zylstra, Marine Services Director, will be evaluating potential options.

Sanjay Bhatt, Marketing and Public Information Director, provided an update on recent technology improvements, including the rollout of a text-messaging system for bus arrival information.

There was also brief discussion regarding the upcoming Board Composition Review, including the potential addition of two community members as voting Board members.

0:06:41, Commissioner Rolfes stated that she would like the opportunity to provide a follow-up report to the Kingston community regarding the rider alert communications discussion.

5. CONSENT / ACTION ITEM:

- a. Warrants for December 2025
 - Warrant numbers transit fund 175301 to 175602 of \$3,153,963
 - Warrant numbers ferry fund 609865 to 609940 of \$2,648,981
 - Payroll Account disbursements of \$3,721,123
 - ACH clearing account payments of \$29,599
 - Travel Account Disbursements of \$1,128
 - Purchasing Card Disbursements of \$45,321
- b. Minutes of January 6, 2026
- c. Minutes of January 20, 2026
- d. Resolution No. 26-09, Approve the 2026 Kitsap Transit Safety Plan
- e. Resolution No. 26-10, Approve Marine Services 2026 Insurance Renewal

0:08:10, Chairperson's microphone was not working.

Mayor Stern moved and Mayor Moriwaki seconded the motion to approve the Consent Action.

Discussion:

None.

Motion passed unanimously.

6. FULL DISCUSSION / ACTION ITEMS

- a. Resolution No. 26-11, Approve KT 25-988 Change Order 4 MV Solano Repairs

0:09:14, Executive Director Clauson explained that the resolution requests approval of Change Order Four (4), which includes engine-related work totaling fifty-seven thousand three dollars (\$57,003). He noted that the previous change orders fell within the Executive Director's authority; however, the cumulative total of the first three change orders combined with the fourth exceeds that authority, requiring Board approval.

Commissioner Rolfes moved and Councilmember Rosapepe seconded the motion to adopt Resolution No. 26-11, authorizing staff to approve Change Order Four (4) for KT 25-988, in the amount of fifty-seven thousand three dollars (\$57,003). Thus, increasing the contract total to eight hundred eighty-five thousand two hundred fifty-five dollars (\$885,255), and reauthorizes the Executive Director's 10 percent authority in accordance with Kitsap Transit's Procurement Policy.

Note: Resolution was not read in its entirety. Missing language: "Thus, increasing the contract total to eight hundred eighty-five thousand two hundred fifty-five dollars (\$885,255), and reauthorizes the Executive Director's 10 percent authority in accordance with Kitsap Transit's Procurement Policy."

Discussion:

None.

Motion passed unanimously.

- b. Resolution No. 26-12, Award KT 25-014 Reliance Engine Swings and Repairs

0:23:49, Executive Director Clauson reported that Platypus Marine Inc. was selected as the top bidder among three proposals to replace the engines on the Reliance. He noted that Platypus Marine Inc. will utilize the four in-stock engines previously purchased by Kitsap Transit. He requested Board authorization to award the contract to Platypus Marine Inc.

Mayor Wheeler moved and Mayor Moriwaki seconded the motion to adopt Resolution No. 26-12, authorizing staff to award KT 25-014 to Platypus Marine, Inc. for Reliance Engine Swings and Repairs project in the amount of two hundred eighty-six thousand nine hundred eighty-five dollars (\$286,985.00).

Discussion:

None.

Motion passed unanimously.

- c. Resolution No. 26-13, Award Contract Federal Legislative Liaison

0:26:06, Executive Director Clauson stated that it is in Kitsap Transit's best interest to retain a federal lobbyist in Washington, D.C. to represent the agency's interests and ensure that required federal paperwork is completed and advanced appropriately. He noted that the resolution before the Board seeks approval to enter into a three-year agreement with Covino Smith and Simon Inc.

Discussion:

0:29:08, Board discussion included consideration of the value and benefits of entering into a federal lobbyist agreement.

0:29:19, Executive Director Clauson explained that one of the key benefits of contracting with a federal lobbyist is their familiarity with, and close working relationship with, the U.S. Department of Transportation. He noted that the lobbyist will monitor Kitsap Transit's grant requests, ensure that FTA and DOT staff are aware of the proposals, help address any issues that arise, and identify additional funding opportunities. He added that the federal lobbyist will also engage with members of Congress, key staff, Appropriations staff, and relevant committee personnel. Additionally, the lobbyist will coordinate closely with the offices of Representative Randall, Senator Murray, and Senator Cantwell, including arranging meetings during trips to Washington, D.C.

Mayor Moriwaki moved and Commissioner Rolfes seconded the motion to adopt Resolution No. 26-13, authorizing staff to enter into contract KT 25-006 with Covino Smith & Simon Inc., for Federal Legislative Liaison Services for three (3) years with one (1) two-year (2) option; and delegates authority to the Executive Director to exercise the renewal option for year four (4) and year five (5).

Note: Resolution was not read in its entirety. Missing language: "with one (1) two-year (2) option"

Motion passed unanimously.

7. EXECUTIVE DIRECTOR ITEMS

0:33:06, Executive Director Clauson provided a follow-up on the proposed Board retreat date of July 21, 2026, noting that the retreat would extend the second Board meeting. He stated that holding the retreat in July would allow sufficient time to secure a facilitator to assist with reviewing the mission statement, goals, and strategic planning.

Executive Director Clauson also reported that Kitsap Transit had applied for one hundred fifty thousand dollars (\$150,000) in funding that could be used toward bus shelters. If awarded, the funds, along with local match dollars, would support the addition of new shelters throughout the

system. He noted that a decision is expected in May or June of 2027, with funding available in the 2027–2029 biennium.

0:34:57, Mayor Stern expressed interest in reviewing the level-of-service criteria and understanding how decisions are made regarding which locations receive bus shelters.

0:35:11, Executive Director Clauson reported that the new automatic passenger counting system on the buses will provide stop-level data, enabling Kitsap Transit to better prioritize locations for future bus shelters. He also briefly reviewed updated rules and regulations governing where bus shelters may be installed.

0:36:23, Executive Director Clauson updated the Board on the open payment initiative for the ORCA system, noting that the project is currently in its second stage of testing.

0:37:11, Mayor Putaansuu inquired whether the open payment system would also be compatible with the Washington State Ferry (WSF) system.

0:37:17, Executive Director Clauson said he was not sure, explaining that WSF operates under different regulations and don't have the flexibility that transit systems have.

8. STAFF RECOGNITION / PROGRESS REPORTS

a. Recognize Drivers of the Month for December 2025 (10:45 AM)

0:11:34, Thomas Gilbert, Routed Manager, recognized the Routed Driver of the Month for December 2025, Rebecca Silverwood.

0:12:51, Jeff Vinecourt, ACCESS Manager, recognized the ACCESS Driver of the Month for December 2025, Ryan Zaragoza.

0:14:37, Cyndi Griffey, Worker/Driver Manager, recognized the Worker/Driver of the Month for December 2025, Jared Moyer.

b. Recognize Drivers of the Year for 2025

0:15:47, Cyndi Griffey, Worker/Driver Manager, recognized the Worker/Driver of the Year for 2025, Lindsay Skelly. This is Lindsay's second Worker/Driver of the Year.

0:18:00, Jeff Vinecourt, ACCESS Manager, recognized the ACCESS Driver of the Year for 2025, Damien Sabado. This is Damien's third ACCESS Driver of the Year.

0:19:54, Thomas Gilbert, Routed Manager, recognized the Routed Driver of the Year for 2025, Marvin Jackson. This is Marvin's second Routed Driver of the Year.

- c. February 2026 Report from KT Lobbyist
- d. Draft Financial Reports through December 2025
- e. Capital Work in Progress December 2025
- f. Fuel Costs Report through the end of January 2026

9. PUBLIC COMMENTS

None at this time.

10. FOR THE GOOD OF THE ORDER:

0:39:26, Mayor Moriwaki requested that both the Kitsap Transit Lobbyist and the Federal Lobbyist include, in their future reports, the party affiliation and city of origin for sponsors of any newly introduced bills.

11. ADJOURN: At 11:10 AM, Chairperson Walters adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 3rd day of March, 2026.

Attest:

Katherine T. Walters, Chairperson

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 03/03/2026

AGENDA ITEM: Resolution No. 26-15, Approve IAM Local 160 & Teamsters Local 589

SUBMITTED BY: Mary Pauly

TITLE: Director

DEPARTMENT: Human Resources

EXHIBITS/ATTACHMENTS: Resolution No. 26-15

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT:

EXPENDITURE REQUIRED:

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 02/23/2026

SUMMARY STATEMENT:

Kitsap Transit staff and IAM Local 160 and the Teamsters Local 589 have reached a tentative collective bargaining agreement (CBA) for Vehicle Maintenance, Facilities Maintenance, and Inventory Control which was ratified on February 9, 2026. This contract is set for a three (3) year term, running from November 1, 2025, to October 31, 2028. Wage adjustments for the Maintenance staff will include a six (6) percent increase effective November 1, 2025; a three and one half (3.5) percent effective November 1, 2026; and a three and one-half percent effective November 1, 2027; also, all Mechanics and Inventory Control staff receive a one-time two (2) percent market rate adjustment.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-15, authorizing staff to accept the IAM Local 160 and Teamsters Local 589 Collective Bargaining Agreement for Maintenance Staff effective November 1, 2025.

RESOLUTION NO. 26-15

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS APPROVING THE COLLECTIVE BARGAINING AGREEMENT BETWEEN KITSAP TRANSIT AND INTERNATIONAL ASSOCIATION OF MACHINISTS AND INTERNATIONAL BROTHERHOOD OF TEAMSTERS

WHEREAS, Kitsap Transit staff and IAM Local 160 and Teamsters Local 589 have reached a tentative Collective Bargaining Agreement (CBA) for Vehicle Maintenance, Facilities Maintenance, and Inventory Control which was ratified on February 9, 2026; and

WHEREAS, the tentative agreement for the replacement contract stipulates a three-year (3-year) term, with a retroactive effective date of November 1, 2025, and ending October 31, 2028; and

WHEREAS, wage adjustments for the Maintenance staff will include a six percent (6%) increase effective November 1, 2025; a three and one half percent (3.5%) increase effective November 1, 2026; and a three and one half percent (3.5%) increase effective November 1, 2027; upon ratification all Mechanics and Inventory Control staff receive a one-time two percent (2%) market rate adjustment; and

WHEREAS, upon ratification, employees actively employed in each group will receive a one-time, two thousand five hundred dollar (\$2,500) ratification bonus.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners hereby approves the IAM Local 160 and Teamsters Local 589 Collective Bargaining Agreement (CBA) effective November 1, 2025.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 3rd day of March, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 03/03/2026

AGENDA ITEM: Resolution No. 26-16, Award KT 25-11 Enetai Hull Fitting

SUBMITTED BY: Andrea Carey

TITLE: Acting Director

DEPARTMENT: Marine Services

EXHIBITS/ATTACHMENTS: Resolution No. 26-16 & Recommendation to Award

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 357,869.00

EXPENDITURE REQUIRED: \$ 357,869.00

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 02/24/2026

SUMMARY STATEMENT:

Resolution 26-16 authorizes staff to award KT 25-011 M/V Enetai Hull Fitting Replacement to Nichols Brothers Boat Builders (NBBB), to perform an integrated hull fitting renewal and replace the starboard hub seal.

Staff conducted a cost analysis and the bid submitted by NBBB in the amount of three hundred fifty-seven thousand eight hundred sixty-nine dollars (\$357,869) has been deemed fair and reasonable.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-16, authorizing staff to award KT 25-011 M/V Enetai Hull Fitting Replacement to Nichols Brothers Boat Builders in the amount of three hundred fifty-seven thousand eight hundred sixty-nine dollars (\$357,869).

RESOLUTION NO. 26-16

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS
AUTHORIZING STAFF TO AWARD A CONTRACT FOR KT 25-011 M/V ENETAI
HULL FITTING REPLACEMENT TO NICHOLS BROTHERS BOAT BUILDERS

WHEREAS, on December 17, 2025, Procurement staff released an invitation for bid, KT 25-011 MV Enetai Hull Fitting Replacement; and

WHEREAS, the bid includes hauling out the vessel to perform an integrated hull fitting renewal and replace the starboard hub seal; and

WHEREAS, on February 23, 2026, staff received one bid in response to the solicitation; and

WHEREAS, Nichols Brothers Boat Builders (NBBB) was announced as the apparent lowest bidder pending responsiveness and responsibility checks with a bid in the amount of three hundred fifty-seven thousand eight hundred sixty-nine dollars (\$357,869); and

WHEREAS, Procurement staff conducted a price analysis comparing NBBB's offered price against Kitsap Transit's Independent Cost Estimate (ICE) and deemed the pricing fair and reasonable; and

WHEREAS, Procurement staff has completed the responsiveness and responsibility checks and has deemed NBBB responsive and responsible; and

WHEREAS, the cost of this project is included in the 2026 Operating Budget-Ferry Fund approved via Resolution No. 25-73.

NOW THEREFORE, BE IT RESOLVED, the Board of Commissioners hereby authorizes staff to award KT 25-011, M/V Enetai Hull Fitting Replacement to Nichols Brothers Boat Builders (NBBB) in the amount of three hundred fifty-seven thousand eight hundred sixty-nine dollars (\$357,869).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 3rd day of March, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT



MEMORANDUM

DATE: February 23rd, 2026

TO: Nicholas Zylstra

FROM: Michael Ricketts

SUBJECT: Recommendation to Award – KT 25-011 – Enetai Hull Fitting Replacement

On December 17th, 2025, Procurement Staff released an Invitation for Bids; KT 25-011 Enetai Hull Fitting Replacement. On February 23rd, 2026, Kitsap Transit received one (1) bids in response to this solicitation. Nichols Brothers Boat Builders (NBBB) was announced as the apparent lowest Bidder pending responsiveness and responsibility checks. Procurement Staff conducted a price analysis comparing NBBB's offered price against our Independent Cost Estimate that was established using published pricing and past pricing; the pricing is deemed fair and reasonable.

Procurement Staff has completed the responsiveness and responsibility checks and has deemed NBBB responsive and responsible. It is my recommendation that Nichols Brothers Boat Builders be awarded the KT 25-011 Enetai Hull Fitting Replacement project in the amount of \$357,868.53.

If you have any questions, please contact me at 360-473-1127.

Sincerely,

Michael Ricketts
Purchasing Specialist



Board of Commissioners Agenda Summary

Meeting Date: 03/03/2026

AGENDA ITEM: Resolution No. 26-17, 2026 Bremerton Police Off Duty Service
SUBMITTED BY: Michael Bozarth
TITLE: Director
DEPARTMENT: Operations
EXHIBITS/ATTACHMENTS: Resolution No. 26-17 and Exhibit A

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 130,438.00

EXPENDITURE REQUIRED: \$ 130,438.00

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 02/17/2026

SUMMARY STATEMENT:

This resolution authorizes a one-year (1-year), one-month (1-month) contract for after-hours police services provided by the Bremerton Police Department, with an expiration date of January 31, 2027. This contract covers after-hours police service at the Bremerton Transportation Center and other services requested. The contract rate is one hundred six dollars (\$106) an hour for one thousand two hundred thirty-two (1,232) police service hours in the amount of one hundred thirty thousand four hundred thirty-eight dollars (\$130,438) in 2026.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-17, authorizing staff to renew the special services agreement with the City of Bremerton Police Department for a period of one-year (1-year) and one-month (1-month) for after-hours police services at the Bremerton Transportation Center and for other services requested. The contract rate is one hundred six dollars (\$106) an hour for 1,232 (one thousand two hundred thirty-two) police service hours in 2026.

RESOLUTION NO. 26-17

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO RENEW A ONE-YEAR (1-YEAR) AND ONE-MONTH (1-MONTH) SPECIAL SERVICES AGREEMENT WITH THE CITY OF BREMERTON FOR AFTER-HOURS POLICE SERVICES AT THE BREMERTON TRANSPORTATION CENTER

WHEREAS, by Resolution No. 24-67, Kitsap Transit entered into a Special Services Agreement with the City of Bremerton for after-hours police services at the Bremerton Transportation Center and for other services requested; and

WHEREAS, the initial term of the Special Services Agreement expired December 31, 2025; and

WHEREAS, staff recommend renewing the Special Services Agreement with the City of Bremerton for a period of one-year (1-year) and one-month (1-month), January 1, 2026, through January 31, 2027; and

WHEREAS, the agreement calls for one thousand two hundred thirty-two hours (1,232), at the hourly rate of one hundred six dollars (\$106) totaling one hundred thirty thousand four hundred thirty-eight dollars (\$130,438) annually; and

WHEREAS, officer assistance is typically scheduled during the peak hours of 4:00PM to 9:00PM, Monday through Friday at the Bremerton Transportation Center.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to renew the Special Services Agreement with the City of Bremerton for a period of one-year (1-year) and one-month (1-month), for after-hours police services at the Bremerton Transportation Center and for other services requested at a cost of one hundred thirty-two thousand four hundred thirty-eight dollars (\$130,438) for 2026.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 3rd day of March 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT

2026 LAW ENFORCEMENT OFF-DUTY SERVICES AGREEMENT

This Agreement is entered into by the City of Bremerton "City", a chartered municipality of the State of Washington, and Kitsap Transit (hereafter "Contractor"), for the services of off-duty regular commissioned Police Officers.

Location and Description of Work to be Performed:

This Agreement provides off-duty police services to Contractor at premises designated by Contractor. Bremerton Police Officers agree to provide routine law enforcement services, exercise law enforcement powers, provide security, protection of life and property, and the enforcement of relevant laws.

Dates and Times of Work:

Days and hours of work are to be requested at the discretion of Contractor. Whenever possible, at least one week advance notice will be given in order to ensure that officers have adequate notice to sign up for off-duty jobs. Nothing in this Agreement shall be interpreted as an obligation of the City to guarantee coverage of such off-duty service requests.

Date(s) Requested: Any dates throughout the term of this agreement.

Number of Officers:

The number of officers needed to fill each separate duty assignment shall be requested by Contractor and reviewed by the City. The decision to schedule officer(s) shall be made by the City, in its sole discretion, based on the type of event and relevant officer safety issues. Nothing herein shall be interpreted to require the provision of officers at any given time or location and the City reserves the right to call away officers assigned to this special duty in the event of an emergency or other public safety situation which requires the resources of the City's law enforcement personnel.

Uniforms:

Officers will be required to wear department uniforms except when undercover work is pre-approved by the City.

Hourly Billing Rate:

The Contractor shall pay to the City **\$105.84 per hour plus sales tax**, for each service hour rendered by an officer with a minimum of **THREE** hours pay throughout the term of this agreement.

Contractor will be billed at the end of each month payable within 30 days from receipt of invoice

Police vehicle requested: Yes No Determined by type of work performed.

Duration/Termination:

This Agreement shall become effective on date of signing and shall remain in effect through January 31, 2027 and may be extended thereafter by mutual agreement. The contract may be terminated by either Party upon 30 days written notice delivered to the other Party. Termination of the Agreement shall not relieve either Party of any obligation incurred prior to the termination date.

Enforcement:

The prevailing Party in any judicial proceeding to enforce this Agreement shall be entitled to recover its costs, including reasonable attorneys' fees.

License and Certifications:

Contractor is responsible for any and all licenses, fees, or insurance required or necessary to perform its normal business in the City of Bremerton.

Independent Contractors:

Police officers assigned pursuant to this Agreement are neither agents nor employees of the Contractor. The Bremerton Police Department shall have full control and supervision of its officers at all times under

2026 LAW ENFORCEMENT OFF-DUTY SERVICES AGREEMENT

the activities of the officers assigned. City will hold final approval of contract and manpower for the peace and safety of officers and citizens of the City. Nothing shall limit the City's authority to exercise law enforcement powers.

Indemnity Agreement:

It is understood and agreed that the police officer is not an agent or employee of Contractor and Contractor will not be liable for any negligence of any police officer in the performance of his or her duty in accordance with the terms and conditions of this Agreement. It is agreed that any and all exposure or liability that may arise from and negligence on the part of any police officer in the performance of his or her law enforcement duties as a result of this Agreement shall not be the responsibility of Contractor. The City agrees to defend and hold Contractor harmless from any exposure or liability that may occur as a result of the City's performance of this Agreement; *provided, however*, the City, its officers, agents and employees shall not be liable for any risk, exposure, or loss suffered as a result of the negligent acts or omissions or other tortuous or wrongful act of Contractor, its officers, agents, and employees.

Calculation of Service Hours:

Law enforcement action taken during contracted time could result in incident or arrest reports and prisoner processing. Hours worked to complete contracted work will be billed to Contractor and may be in excess of normal hours expressly requested pursuant to this Agreement. Contractor agrees to pay unrequested costs to the extent necessary to prepare adequate reports, and process prisoners regardless of whether hours are beyond requested, contracted service hours.

Costs to be Billed:

Costs incurred under this Agreement shall be billed and mailed to: Kitsap Transit/Accounts Payable 60 Washington Avenue STE 200 Bremerton, WA 98337

Entire Agreement – Amendment:

This Agreement constitutes the entire agreement between the Parties and any prior agreement, written or oral, shall be merged with its provisions. The parties further agree that this amendment shall not be modified without the express written consent of each party.

Severability

Should any part of this Agreement be found void, the balance of the Agreement shall remain in full force and effect.

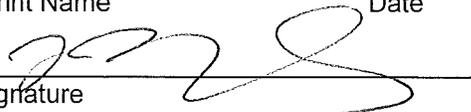
Choice of Law and Venue

This Agreement shall be interpreted according to the laws of the State of Washington. Any judicial action to resolve disputes arising out of this Agreement shall be brought in Kitsap County Superior Court. In the event of litigation to enforce any of the terms or provisions herein, each party shall pay all its own costs and attorney's fees.

Approval

Received by: City of Bremerton PD

Kitsap Transit

JASON JENNINGS 2/3/26
Print Name Date

Signature

Company/Organization Date

Print Name – Authorized Representative

APPROVAL:  2/3/26
Capt. A. Elton Date

Authorized Signature/Contractor



Board of Commissioners Agenda Summary

Meeting Date: 03/03/2026

AGENDA ITEM: Resolution No. 26-18, Approve Vanpool Vehicle Purchase

SUBMITTED BY: Dennis Griffey

TITLE: Director

DEPARTMENT: Vehicle Maintenance

EXHIBITS/ATTACHMENTS: Resolution No. 26-18

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 360,000.00

EXPENDITURE REQUIRED: \$ 321,300.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 02/23/2026

SUMMARY STATEMENT:

Kitsap Transit is asking to purchase up to seven (7) all-wheel drive rideshare vehicles to be utilized in rideshare service. These seven (7) vehicles will be purchased from the Corwin Ford of Pasco, Washington, utilizing the Washington State Department of Enterprise Services contract.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-18, authorizing staff to purchase up to seven (7) all-wheel drive rideshare vehicles at the estimated total cost of three hundred twenty-one thousand three hundred dollars (\$321,300).

RESOLUTION NO. 26-18

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING, STAFF TO PURCHASE UP TO SEVEN (7) RIDESHARE VEHICLES UTILIZING THE WASHINGTON STATE CONTRACT

WHEREAS, Kitsap Transit is asking the board to approve the purchase of up to seven (7) passenger all-wheel drive rideshare vehicles to be utilized in rideshare service; and

WHEREAS, the vehicles will be purchased from Corwin Ford of Pasco, Washington utilizing the Washington State Department of Enterprise Services contract; and

WHEREAS, the cost per vehicle is estimated at forty-five thousand nine hundred dollars (\$45,900), including Washington State sales tax.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes and directs the purchase of up to seven (7) all-wheel drive rideshare vehicles with an estimated total cost of three hundred twenty-one thousand three hundred dollars (\$321,300) including applicable taxes and fees.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 3rd day of March, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 03/03/2026

AGENDA ITEM: Resolution No. 26-19, Approve Fuel Monitoring System
SUBMITTED BY: Dennis Griffey
TITLE: Director
DEPARTMENT: Maintenance
EXHIBITS/ATTACHMENTS: Resolution No. 26-19

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 40,000.00

EXPENDITURE REQUIRED: \$ 38,000.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE:

SUMMARY STATEMENT:

Kitsap Transit is asking to purchase a new fuel tank storage management system, manufactured by Omntec Proeus (OPW) and installed by Mascott Equipment of Seattle, Washington. The new system will monitor fuel tank storage at the North Base facility and the Bremerton Transportation Center (BTC). The BTC location will monitor the Marine Services fuel tank storage. Expenditure required is thirty-eight thousand dollars (\$38,000).

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-19, authorizing staff to purchase a new OPW fuel tank monitoring system for the North Base facility and BTC locations in the amount of thirty-eight thousand dollars (\$38,000).

RESOLUTION NO. 26-19

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO PURCHASE A NEW FUEL STORAGE TANK MONITORING SYSTEM FOR BOTH NORTH BASE AND THE MARINE FUEL TANK STORAGE AT BREMERTON TRANSPORTATION CENTER (BTC)

WHEREAS, Kitsap Transit is asking the Board to approve the purchase of a new fuel tank monitoring system to be located at both the North Base facility and the marine fuel tank storage at the Bremerton Transportation Center (BTC); and

WHEREAS, on October 14, 2025, Procurement staff requested quotes from three vendors, two (2) quotes were received and one (1) no bid; and

WHEREAS, Procurement staff conducted a price analysis comparing quotes against the Independent Cost Estimate (ICE), finding Mascott’s Equipment of Seattle, Washington to be the lowest bidder and to be fair and reasonable.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes the purchase of a new fuel tank monitoring system for the North Base facility and the Bremerton Transportation Center marine fuel tank dispensing locations for a cost not to exceed thirty-eight thousand dollars (\$38,000).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 3rd day of March, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 03/03/2026

AGENDA ITEM: Resolution No. 26-20, 2026 Transit Driver Appreciation Day

SUBMITTED BY: Michael Bozarth

TITLE: Director

DEPARTMENT: Operations

EXHIBITS/ATTACHMENTS: Resolution No. 26-20

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 0.00

EXPENDITURE REQUIRED: \$ 0.00

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 02/17/2026

SUMMARY STATEMENT:

This resolution declares March 18, 2026 as Transit Driver Appreciation Day in Kitsap County.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-20, proclaiming March 18th, 2026, as Transit Driver Appreciation Day in Kitsap County.

RESOLUTION NO. 26-20

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS
DECLARING MARCH 18, 2026, AS TRANSIT DRIVER APPRECIATION DAY IN
KITSAP COUNTY

WHEREAS, transit service was first implemented on March 18, 1662, in Paris; and

WHEREAS, from that humble beginning, transit systems and transportation options have grown all over the world; and

WHEREAS, Kitsap Transit, since 1982 and previously as a private operation, has provided the citizens of Kitsap County with safe, friendly, and reliable transportation; and

WHEREAS, Kitsap Transit’s bus drivers are professional, highly dedicated, friendly, reliable, and safe; and

WHEREAS, Kitsap Transit’s Board of Commissioners and the management staff greatly appreciate the dedication and service provided by Kitsap Transit bus drivers; and

WHEREAS, Kitsap Transit customers are encouraged to participate with a simple smile, wave, or thank you to show their appreciation as well.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners hereby declares March 18, 2026, as Transit Driver Appreciation Day in Kitsap County.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 3rd day of March 2026.

Kathrine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 03/03/2026

AGENDA ITEM: Resolution No. 26-21, Approve Kitsap Transit Surplus 2026

SUBMITTED BY: Dennis Griffey

TITLE: Director

DEPARTMENT: Maintenance

EXHIBITS/ATTACHMENTS: Resolution No. 26-21 & Exhibit A

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT:

EXPENDITURE REQUIRED:

FUNDING SOURCE: Other

REVIEWED BY: Executive Director

REVIEWED DATE: 02/23/2026

SUMMARY STATEMENT:

In the course of evaluating the fleet and support equipment, it was found that vehicles #6007, 6010, 6011, 6012, 6014, 6015, 6016, 6017, 6018, 6019, 6020, 6021, 6033, 6045, 1125, 1135, 1136, 1138, 531, 541, 564, 583, 614, 2135, 2137, 2143, and associated parts are no longer useful to Kitsap Transit. It was found that five (5) Parkeon Ticket Vending Machines were obsolete/superseded by ORCA and no longer of use to Kitsap Transit.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-21, authorizing staff to surplus Kitsap Transit vehicles, equipment, and parts shown in Exhibit A, in the best interest of the Agency.

RESOLUTION NO. 26-21

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO DECLARE KITSAP TRANSIT PROPERTY LISTED IN EXHIBIT A AS SURPLUS AND TO BE DISPOSED OF IN THE BEST INTEREST OF THE AGENCY

WHEREAS, in the course of improving existing equipment, it has been determined that twenty-seven (27) vehicles and associated spare parts are no longer useable in our service due to age, worn condition and excessive repair cost; and

WHEREAS, Parkeon ticket vending machines were deemed obsolete and no longer usable in service; and

WHEREAS, as a result, these vehicles and parts have become surplus to the agency's needs and are deemed to have little or no value; and

WHEREAS, these vehicles and parts listed in Exhibit A, as is the agency practice, will go to auction and the proceeds returned to the general fund or repurposed to benefit Kitsap Transit; and

WHEREAS, staff requests permission to surplus equipment and parts listed in Exhibit A, and dispose of them in an appropriate manner.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to dispose of the surplus vehicles and parts listed in Exhibit A in the best interest of the agency.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 3rd day of March 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

Asset Surplus Authorization Form

Date	2/18/2026
Requesting Dept	VEHICLE MAINTENANCE
Contact Name	Joseph Bautista

Asset Tag / VIN Number	Asset or Vehicle Description	Reason for Surplus - refer to examples below (1)	Estimated FMV (2) (Greater or less than \$5,000)	Surplus Method (Auction / Disposal / Sale to Govt Entity or Non-profit)	Negotiated Sale Value if sale is to Govt Entity or Non-Profit (3)(4)
6007 / 1M8SDMTA0R0476782	1994 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6010 / 1M8SDMTA2SP047115	1995 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6011 / 1M8SDMTA6SP047120	1995 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6012 / 1M8SDMTA6SP047127	1995 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6014 / 1M8SDMTA6SP047134	1995 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6015 / 1M8SDMTA6SP047337	1995 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6016 / 1M8SDMTA6SP047748	1995 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6017 / 1M8SDMTA6SP047751	1995 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6018 / 1M8SDMTA0T048183	1996 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6019 / 1M8SDMTA31P048310	1996 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6020 / 1M8SDMTA31P048702	1996 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6021 / 1M8SDMTA41P048705	1996 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
6033 / 1M8SDMTA1XP02331	1999 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
8045 / 1M8SDMPA51P04214	2001 MCI / WORKER-DRIVER	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
1125 / 1FD7E4S3HD01516	2017 E450 SENATOR 22'	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
1135 / 1FDES8P2VHK826781	2017 TRANSIT 350 HD CANDIDATE II	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
1136 / 1FDES8P4VHK826782	2017 TRANSIT 350 HD CANDIDATE II	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
1138 / 1FDES8P7VHK826816	2017 TRANSIT 350 HD CANDIDATE II	ASSET EXCEEDS USEFUL LIFE	GREATER	Auction // RICHE BROS	
5317 / 1FDNE31P04HA58905	2004 FORD E350	ASSET EXCEEDS USEFUL LIFE	GREATER	SELL TO GOVT AGENCY OR NONPROFIT	
5471 / 1FDNE31P04HA58815	2004 FORD E350	ASSET EXCEEDS USEFUL LIFE	GREATER	AUCTION // RICHE BROS (PARTS)	
557 / 1FDNE31P94HA56831	2004 FORD E350	ASSET EXCEEDS USEFUL LIFE	GREATER	AUCTION // RICHE BROS (PARTS)	
564 / 1FDSS31P74HA56838	2004 FORD E350	ASSET EXCEEDS USEFUL LIFE	GREATER	SELL TO GOVT AGENCY OR NONPROFIT	
583 / 1FDNE31P28HA09847	2006 FORD E350 20'	ASSET EXCEEDS USEFUL LIFE	GREATER	SELL TO GOVT AGENCY OR NONPROFIT	
614 / 1FDNE31P28DB39053	2006 FORD E350	ASSET EXCEEDS USEFUL LIFE	GREATER	SELL TO GOVT AGENCY OR NONPROFIT	
2135 / 1FD3E31V0DB34685	2013 FORD ECONOLINE E350 18'	ASSET EXCEEDS USEFUL LIFE	GREATER	SELL TO GOVT AGENCY OR NONPROFIT	
2137 / 1FD3E31V0DB34687	2013 FORD ECONOLINE E350 18'	ASSET EXCEEDS USEFUL LIFE	GREATER	SELL TO GOVT AGENCY OR NONPROFIT	
2143 / 1FBX2C2V9GR454547	2016 FORD TRANSIT VAN	ASSET EXCEEDS USEFUL LIFE	GREATER	SELL TO GOVT AGENCY OR NONPROFIT	
89014104273398640708	PARKEON TICKET VENDING MACHINES	OBsolete / SUPERSEDED BY ORCA	LESS	Given to King County Metro for parts	
89014104279461878852	PARKEON TICKET VENDING MACHINES	OBsolete / SUPERSEDED BY ORCA	LESS	Given to King County Metro for parts	
89014104278674763372	PARKEON TICKET VENDING MACHINES	OBsolete / SUPERSEDED BY ORCA	LESS	Given to King County Metro for parts	
89014104278674763364	PARKEON TICKET VENDING MACHINES	OBsolete / SUPERSEDED BY ORCA	LESS	Given to King County Metro for parts	
89014104279461878878	PARKEON TICKET VENDING MACHINES	OBsolete / SUPERSEDED BY ORCA	LESS	Given to King County Metro for parts	
BOX 77	OBsolete VEHICLE PARTS	OBsolete VEHICLE PARTS	\$ 4,387.25	Auction // RICHE BROS	
BOX 94	OBsolete VEHICLE PARTS	OBsolete VEHICLE PARTS	\$ 1,994.58	Auction // RICHE BROS	
BOXES 95,96	OBsolete VEHICLE PARTS	OBsolete VEHICLE PARTS	\$ 1,994.43	Auction // RICHE BROS	
BOXES 97,98	OBsolete VEHICLE PARTS	OBsolete VEHICLE PARTS	\$ 2,026.08	Auction // RICHE BROS	
BOX 99	OBsolete VEHICLE PARTS	OBsolete VEHICLE PARTS	\$ 1,995.06	Auction // RICHE BROS	
BOXES 100-102	OBsolete VEHICLE PARTS	OBsolete VEHICLE PARTS	\$ 1,920.85	Auction // RICHE BROS	
BOXES 103-107	OBsolete VEHICLE PARTS	OBsolete VEHICLE PARTS	\$ 1,898.91	Auction // RICHE BROS	

(1) Reasons for Surplus: (1) asset exceeds useful life in accordance with FTA life by asset class (Acct Supervisor can verify), (2) obsolete or no longer meets agency standards, (3) availability and/or cost of parts or maintenance is no longer feasible, (4) asset no longer complies with health or safety standards, (5) asset is no longer needed by Kitsap Transit

(2) Board Authorization: The board must authorize the surplus of any vehicle, vessel, or real property regardless of estimated FMV. Surplus of equipment with estimated FMV less than \$5,000 may be authorized by the Executive Director

(3) Sale to Govt Entity: Sale to government entity may occur for negotiated amount less than estimated FMV provided it is to local government entity in Kitsap County benefiting Kitsap county residents or another Washington public transit agency. Kitsap Transit may sell directly to a Kitsap County non-profit if the sale occurs at estimated FMV of a renowned published source. Non-profits may otherwise attend the auction if sale can not be reached at estimated FMV.

(4) Sale to non-profit: Sale to government entity may occur for negotiated amount less than estimated FMV provided it is to local government entity in Kitsap County benefiting Kitsap county residents or another Washington public transit agency. Kitsap Transit may sell directly to a Kitsap County non-profit if the sale occurs at estimated FMV of a renowned published source. Non-profits may otherwise attend the auction if sale can not be reached at estimated FMV.

Accounting Supervisor: Accounting Supervisor signature for purposes of checking for grant funds, asset life, and asset records.

Executive Director: Executive Director signature for review and authority to dispose or proceed for board authorization in a board resolution.



4TH QUARTER REPORT

October - December 2025



Total Boardings Systemwide

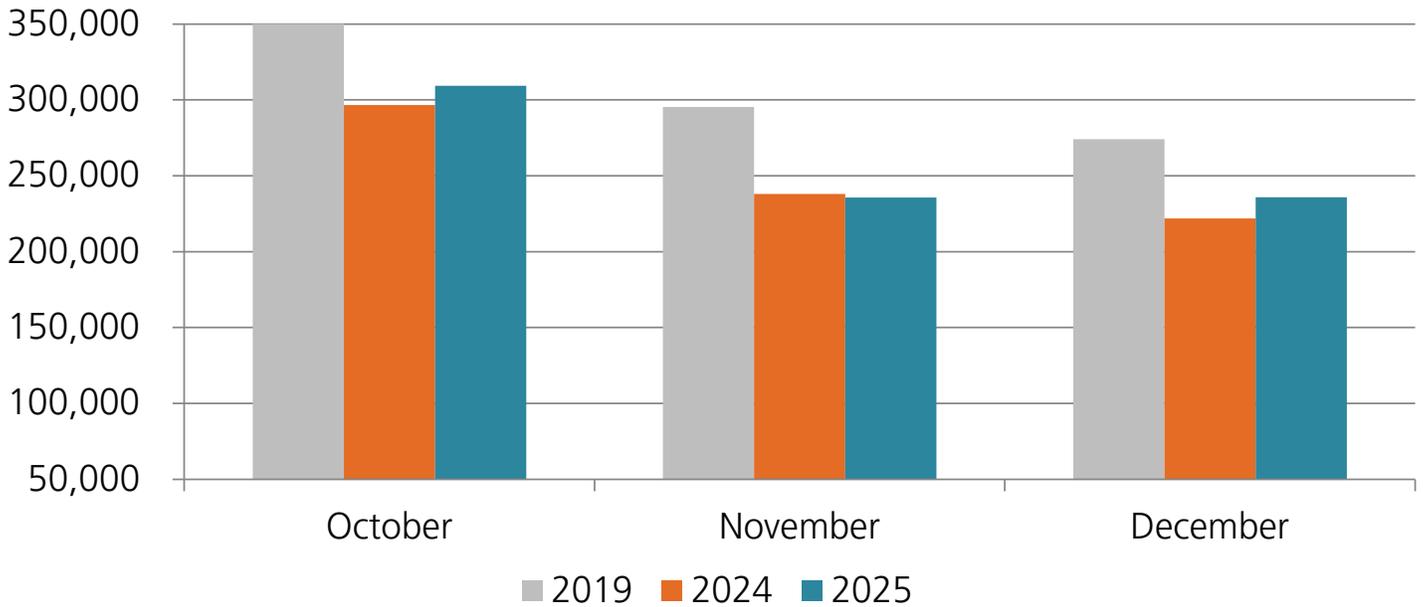
4th Quarter

4 th Quarter, 2025				
TOTAL BOARDINGS	October	November	December	QUARTER TOTAL
Routed	146,729	115,179	116,538	378,446
ACCESS & VanLink	23,984	18,894	20,941	63,819
Worker/Driver	16,730	9,963	9,098	35,791
On-Demand/Dial-A-Ride	3,497	2,916	2,711	9,124
Foot Ferry	35,950	27,625	27,781	91,356
Fast Ferry	75,902	55,428	52,777	184,107
Vanpool*	6,469	5,608	6,000	18,077
Guaranteed Ride Home	2	0	1	3
SYSTEMWIDE TOTAL	309,263	235,613	235,847	780,723

* Vanpools in service: October (42), November (45), December (43)

Fast ferries operate Saturday sailings from May through September, with extended Saturday service on the Port Orchard Ferry.

Year over Year



Throughout this report, data for 2019 is presented in tables and charts to show how current trends compare to pre-pandemic.

NOTE: 2025 data for select ferry trips has been added. Previous reports did not capture all trips due to data processing issues. 2024 data for Routed and On-Demand/Dial-A-Ride services have been adjusted to match how this type of data is allocated to each service in 2025. This change ensures overall reporting consistency.

Total Boardings Systemwide

Year to Date

TOTAL BOARDINGS	Year to Date				
	Jan–Dec 2019	Jan–Dec 2024	Jan–Dec 2025	2024-2025 Total Change	2024-2025 % Change
Routed	1,951,294	1,451,392	1,506,683	55,291	4%
ACCESS & VanLink	247,590	219,990	251,277	31,287	14%
Worker/Driver	370,165	204,244	173,247	-30,997	-15%
On-Demand/Dial-A-Ride	73,643	31,418	38,614	7,196	23%
Foot Ferry	561,860	374,224	386,378	12,154	3%
Fast Ferry	476,936	854,529	896,984	42,455	5%
Vanpool	153,305	71,429	76,079	4,650	7%
Guaranteed Ride Home	113	7	10	3	43%
TOTAL BOARDINGS	3,834,906	3,207,233	3,329,272	122,039	4%

NOTE: Kitsap Transit began operating extra Bremerton Fast Ferry sailings in December 2022 under an agreement with the state. The state-funded weekday sailings continue through August 2026. Fast ferries operate Saturday sailings from May through September, with extended Saturday service on the Port Orchard Ferry to support them. The Bremerton Fast Ferry switched to its weekday-only sailing schedule in October 2025. Additionally, in the last two months of 2025, Kitsap Fast Ferries had a large number of cancelled trips due to a lack of backup vessels.

From Oct. 1 through Nov. 12, 2025, a federal government shutdown led to reduced operations, which may have had an impact on Worker/Driver and Vanpool ridership. From Oct. 24 through the end of 2025, Kitsap Transit offered free rides to all federal employees to support them during the shutdown. Unfortunately, Worker/Driver ridership was not fully captured during this period due to issues with passenger-counting devices.

From Oct. 24 through the end of 2025, Kitsap Transit, along with Pierce Transit and Mason Transit Authority, offered free rides to all federal employees to assist passengers during the federal government shutdown. The federal government is the largest employer in Kitsap and Pierce counties, with Naval Base Kitsap (NBK) and Joint Base Lewis-McChord (JBLM) collectively employing about 100,000 people.



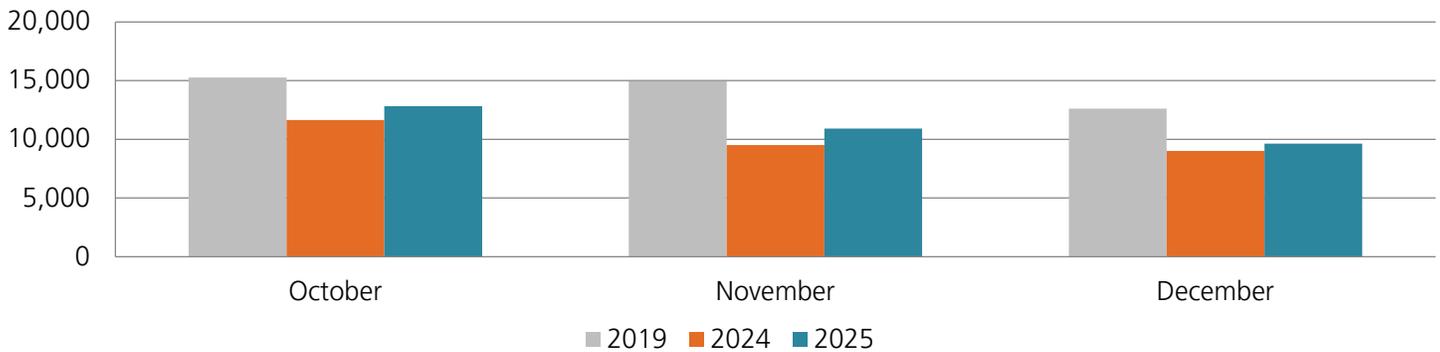
Average Daily Boardings Systemwide

Quarter to Quarter: Weekdays

AVERAGE DAILY BOARDINGS: WEEKDAYS	Quarter Comparison				
	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025 AVERAGE
Routed	4,938	5,602	5,428	5,283	5,315
ACCESS & VanLink	816	916	899	876	877
Worker/Driver	701	696	717	542	664
On-Demand/Dial-A-Ride	94	104	111	90	100
Foot Ferry	1,171	1,378	1,490	1,278	1,330
Fast Ferry	2,964	3,456	3,476	2,790	3,172
Vanpool	298	306	289	274	291
SYSTEMWIDE AVERAGE	10,981	12,460	12,409	11,133	11,749

Year over Year: Weekdays

Systemwide Weekday
Average Daily Boardings by Month



Kitsap Transit is testing a messaging system that texts riders back the estimated time of arrival (ETA) for buses arriving at that stop. During the pilot, riders can find their bus stop ID via KTTracker.com or with our new interactive system map. To get arrival times for a specific route, riders can add a hyphen and the route number to their text. Example: To see only arrival times for Route 217 at stop #211, text the following: "211-217" to 360.800.3433.



Average Daily Boardings Systemwide

Quarter to Quarter: Weekends

Quarter Comparison					
AVERAGE DAILY BOARDINGS: SATURDAYS	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025 AVERAGE
Routed	1,774	1,943	2,119	1,952	1,947
ACCESS & VanLink	369	394	429	423	404
On-Demand/Dial-A-Ride	55	85	113	70	81
Foot Ferry	323	577	787	362	512
Fast Ferry	977	1,820	2,520	N/A	1,772
SYSTEMWIDE AVERAGE	3,498	4,818	5,969	2,807	4,273

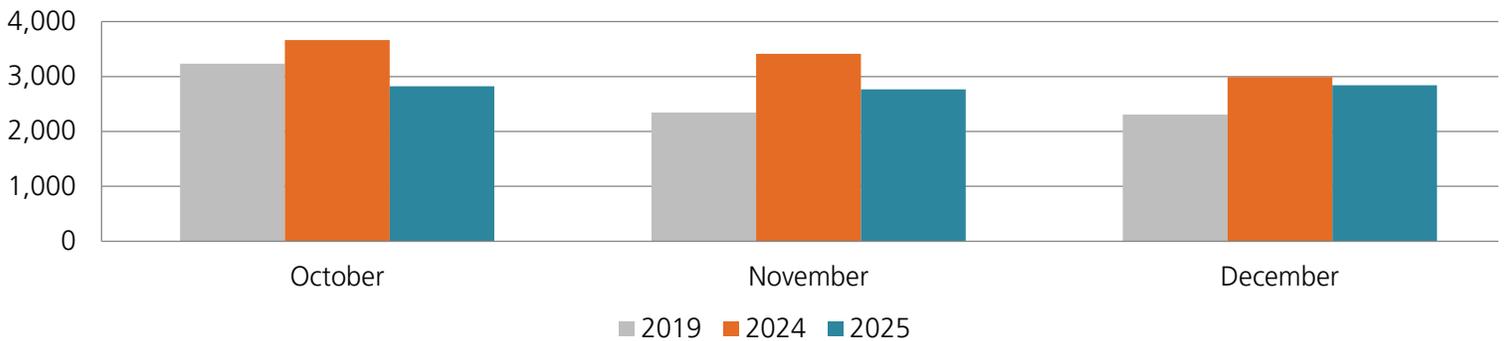
AVERAGE DAILY BOARDINGS: SUNDAYS	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025 AVERAGE
Routed	271	345	453	339	352
ACCESS & VanLink	10	28	27	37	26
On-Demand/Dial-A-Ride	97	172	202	173	161
Foot Ferry	135	240	417	179	243
SYSTEMWIDE AVERAGE	513	786	1,099	728	781

NOTE: Kitsap Transit began operating extra Bremerton Fast Ferry sailings in December 2022 under an agreement with the state. The state-funded Saturday sailings ended in April 2025, and the state-funded weekday sailings continue through August 2026. Fast ferries operate Saturday sailings from May through September, with extended Saturday service on the Port Orchard Ferry.

The final phase of Sunday bus service expansion began in March 2025. Sunday service was fare-free through the end of 2025.

Year over Year: Weekends

Systemwide Average Daily Boardings by Month – Saturdays



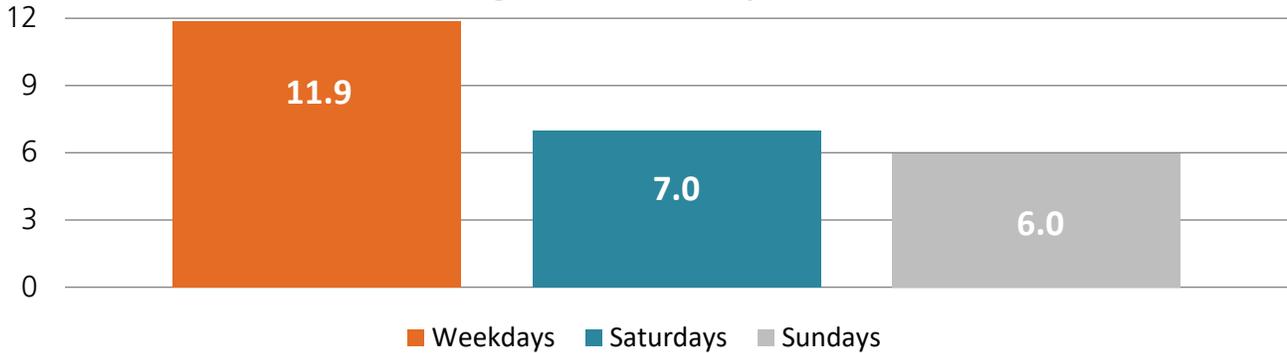
Systemwide Average Daily Boardings by Month – Sundays



Average Passengers Per Hour Systemwide

4th Quarter

2025 4th Quarter
Average PPH — Weekdays vs. Weekends



Average Fare Collected

Average fare is total fare revenue divided by the number of trips. Total fare revenue consists of revenue from passes and farebox. As a result, average fares shown may be lower or higher than the one-way cash full fare. Fast Ferry maximum theoretical average fare is \$7.50, assuming most passengers travel round trip (\$15 total based on fares effective Oct. 1, 2025). Starting in Q4 2025, Fast Ferries no longer offered transfer credit; as a result, we expect higher average fare collection moving forward. Due to the nature of the Kitsap Transit’s On-Demand/Dial-A-Ride services, revenue is calculated as an average of Routed and ACCESS per trip rate.

4th Quarter

4 th Quarter, 2025					
AVERAGE FARE COLLECTED	October	November	December	QUARTER AVERAGE	2025 AVERAGE
Routed	\$0.96	\$1.03	\$1.16	\$1.04	\$1.08
ACCESS & VanLink	\$0.52	\$0.66	\$0.57	\$0.58	\$0.66
Worker/Driver	\$3.47	\$0.15	\$32.31	\$9.88	\$5.13
On-Demand/Dial-A-Ride	\$1.10	\$0.91	\$0.90	\$0.98	\$1.01
Foot Ferry	\$1.70	\$1.32	\$2.68	\$1.88	\$1.90
Fast Ferry	\$5.32	\$6.13	\$8.45	\$6.46	\$5.48
Vanpool	\$5.28	\$3.19	\$3.90	\$4.17	\$4.01
SYSTEMWIDE AVERAGE	\$2.31	\$2.25	\$4.19	\$2.76	\$2.61

Quarter to Quarter

Quarter Comparison					
AVERAGE FARE COLLECTED	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025 AVERAGE
Routed	\$1.09	\$1.09	\$1.09	\$1.04	\$1.08
ACCESS & VanLink	\$0.74	\$0.68	\$0.65	\$0.58	\$0.66
Worker/Driver	\$4.07	\$3.89	\$3.72	\$9.88	\$5.13
On-Demand/Dial-A-Ride	\$1.01	\$1.02	\$1.02	\$0.98	\$1.01
Foot Ferry	\$2.00	\$1.88	\$1.85	\$1.88	\$1.90
Fast Ferry	\$5.11	\$5.39	\$5.17	\$6.46	\$5.48
Vanpool	\$3.63	\$4.06	\$4.17	\$4.17	\$4.01
SYSTEMWIDE AVERAGE	\$2.48	\$2.57	\$2.54	\$2.76	\$2.61

NOTE: From Oct. 1 through Nov. 12, 2025, a federal government shutdown led to reduced operations, resulting in a severe impact on Worker/Driver and Vanpool ridership. From Oct. 24 through the end of 2025, Kitsap Transit offered free rides to all federal employees to assist passengers during the federal government shutdown. In December, fast ferry and Worker/Driver revenue are significantly different due to the region sending money back to us for the final reconciliation of legacy ORCA, which included a significant portion of Worker/Driver and fast ferry passes.

Transfers

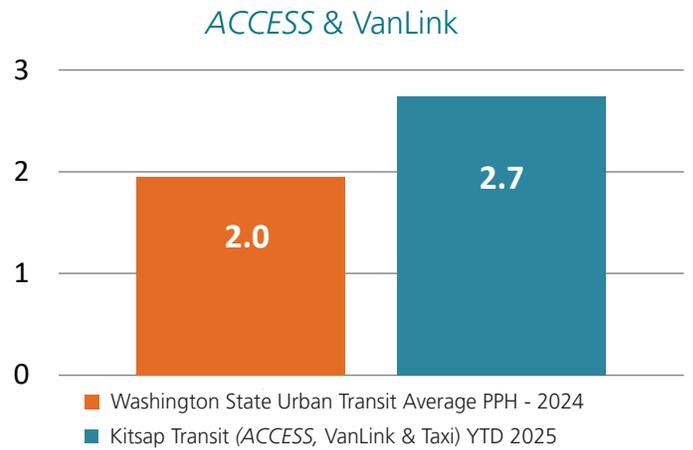
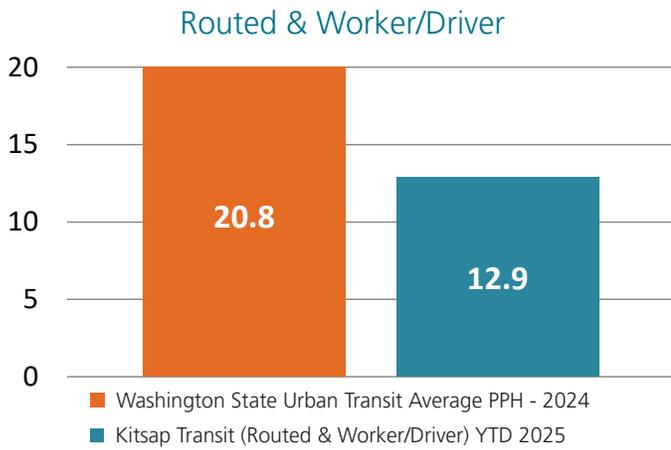
Transfer Percentage By Quarter

TRANSFERS	Quarter Comparison						
	Q4 2019	Q4 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025	YEAR TO DATE PERCENTAGE
Between KT and other transit agencies using ORCA	26%	19%	25%	23%	23%	10%	22%
Between KT vehicles/vessels using ORCA	74%	81%	75%	77%	77%	90%	78%

NOTE: Includes transfers between Kitsap Transit and Pierce, King County Metro, Community or Sound Transit made within two hours. Starting on Oct. 1, 2025, Kitsap Transit stopped accepting transfers on Fast Ferry services.

Passengers Per Hour Systemwide

Washington State Urban Transit vs. Kitsap Transit Average



In December, Kitsap Transit officially opened the West Bremerton Park & Ride with 163 parking spaces and launched Route 238–West Bremerton Express. The new route connects directly from the West Bremerton Transit Center to several shipyard gates and the Bremerton Transportation Center.



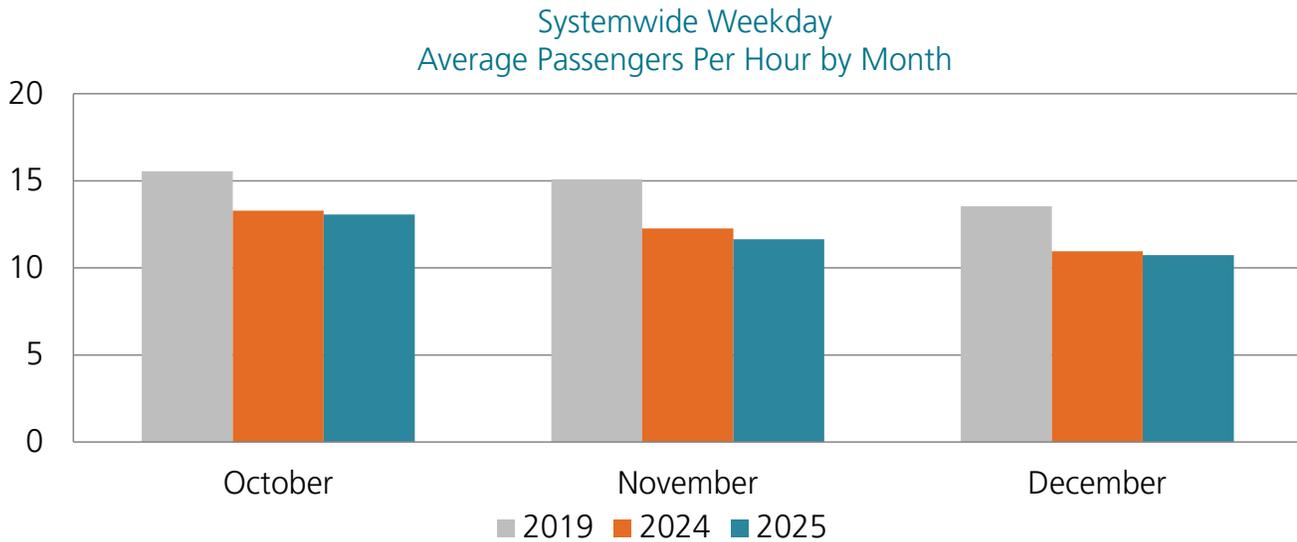
Passengers Per Hour Systemwide

Quarter to Quarter: Weekdays

AVERAGE PASSENGERS PER HOUR: WEEKDAYS	Quarter Comparison				
	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025 AVERAGE
Routed	12.0	13.8	13.1	13.0	13.0
ACCESS & VanLink	2.8	2.8	2.8	2.7	2.8
Worker/Driver	13.3	15.2	16.5	14.9	14.9
On-Demand/Dial-A-Ride	2.5	2.6	2.9	2.5	2.6
Foot Ferry	55	63.9	69.9	61.7	62.7
Fast Ferry	69.6	79.7	81.4	70.8	75.5
Vanpool	4.3	4.0	4.0	4.0	4.0
SYSTEMWIDE AVERAGE	11.8	13.0	13.0	11.9	12.4

NOTE: Total passengers divided by hours of revenue service, rounded to nearest tenth.

Year over Year: Weekdays



In October, Kitsap Transit ferry riders begin purchasing one-way paper tickets from ORCA vending machines at the ferry terminals in Southworth, Port Orchard, Bremerton, Kingston and Seattle.



Passengers Per Hour Systemwide

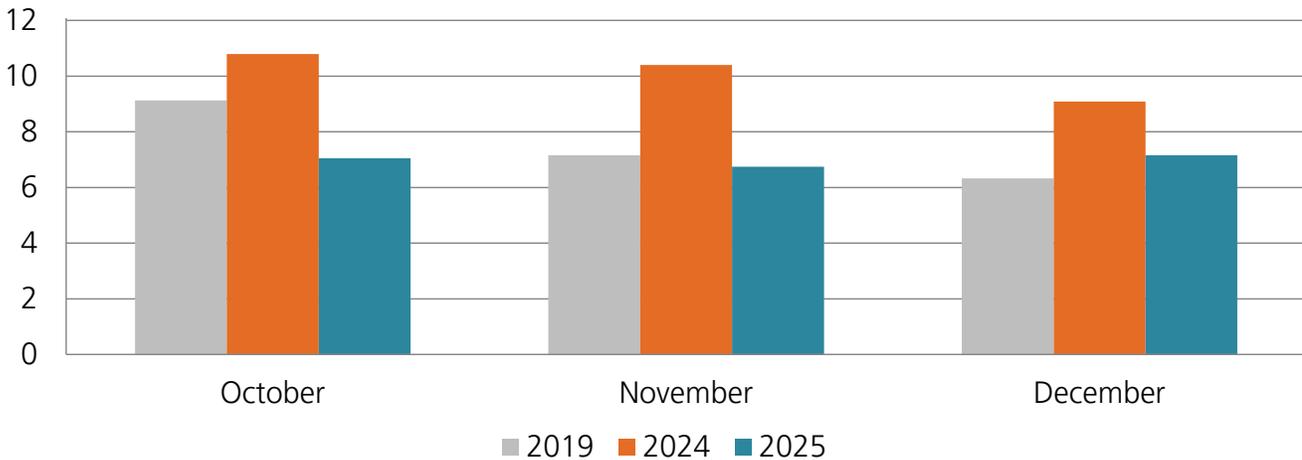
Quarter to Quarter: Weekends

Quarter Comparison					
AVERAGE PASSENGERS PER HOUR: SATURDAYS	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025 AVERAGE
Routed	9.8	9.0	10.7	10.1	9.9
ACCESS & VanLink	2.5	2.6	2.6	2.5	2.6
On-Demand/Dial-A-Ride	2.7	3.4	4.1	2.6	3.2
Foot Ferry	27.7	39.8	50.3	31.0	38.3
Fast Ferry	111.3	63.8	67.5	N/A	71.2
SYSTEMWIDE AVERAGE	9.4	11.1	13.6	7.0	10.4
AVERAGE PASSENGERS PER HOUR: SUNDAYS	Q1 2025	Q2 2025	Q3 2025	Q4 2025	2025 AVERAGE
Routed	8.3	11.8	11.1	8.3	9.8
ACCESS & VanLink	6.9	6.1	6.8	9.4	7.3
On-Demand/Dial-A-Ride	2.1	2.5	2.8	2.5	2.5
Foot Ferry	16.6	29.6	51.3	22.1	29.9
SYSTEMWIDE AVERAGE	5.7	7.1	8.8	6.0	7.0

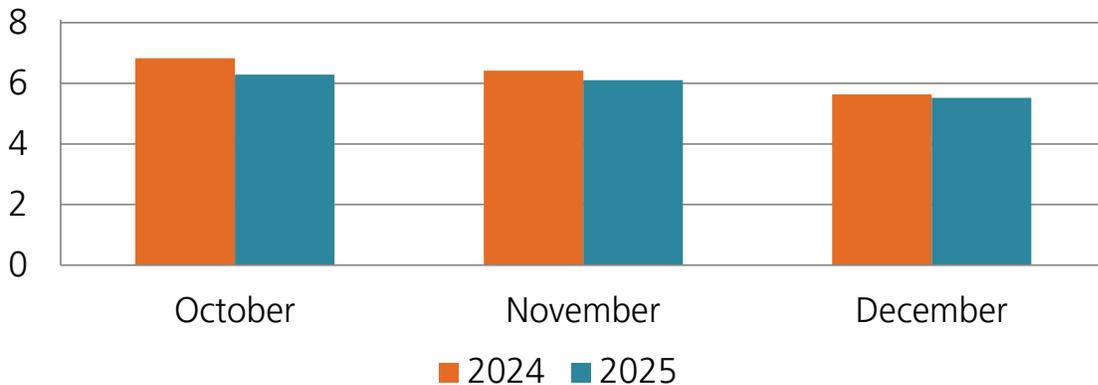
NOTE: Fast ferries operate Saturday sailings from May through September, with extended Saturday service on the Port Orchard Ferry. The final phase of Sunday bus service expansion began in March 2025. Sunday service was fare-free through the end of 2025.

Year over Year: Weekends

Systemwide Average Passengers Per Hour by Month – Saturdays



Systemwide Average Passengers Per Hour by Month – Sundays



Quarterly Transit Fund Financial Report 2025



Kitsap Transit

3/3/2026

Summary Income Statement - Transit Fund

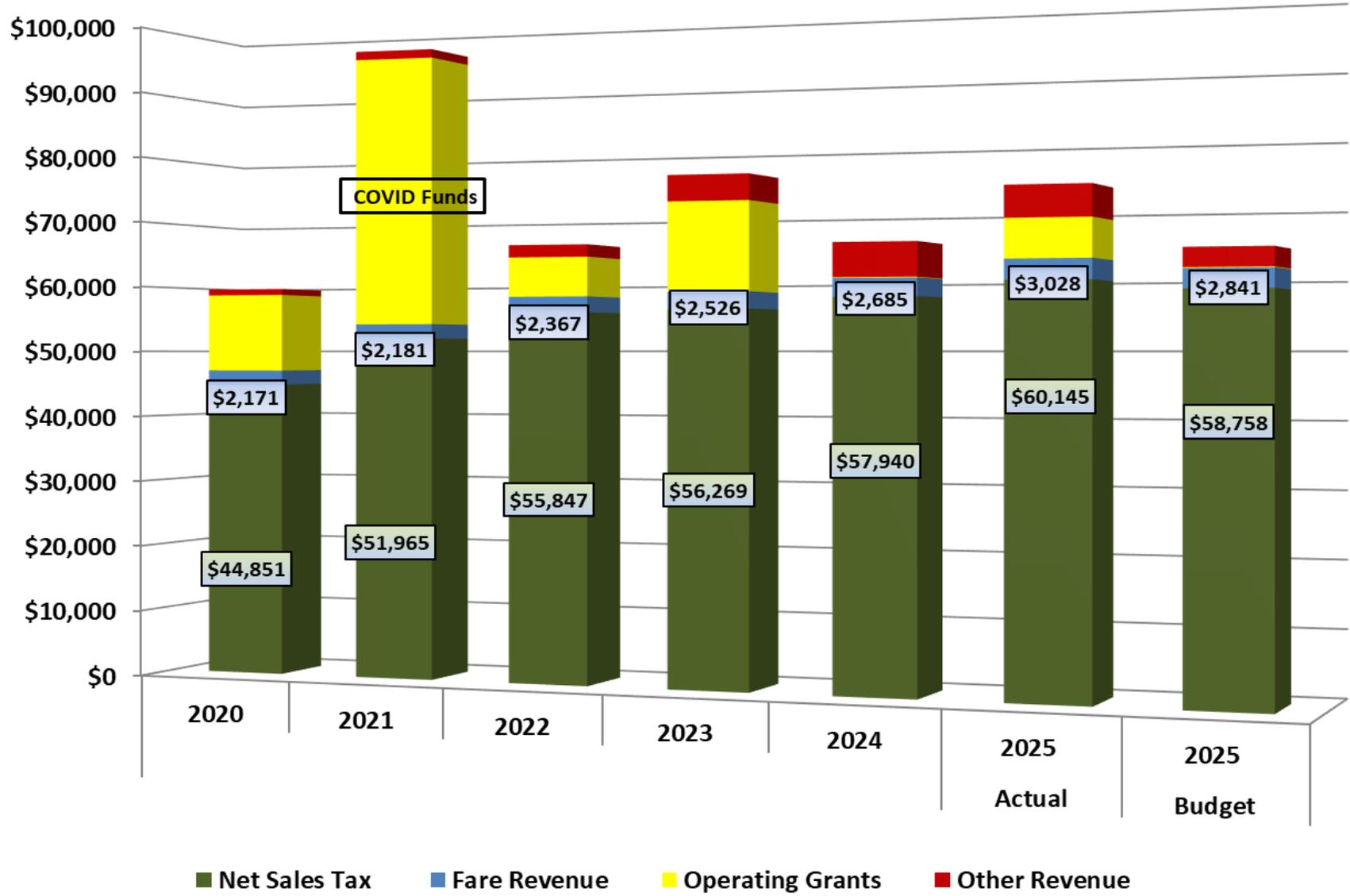
2025

	Actual	Budget	Over / (Under) Budget		Notes
			(\$)	(%)	
OPERATING INCOME:					
ROUTED FARE	\$ 1,663,387	\$ 1,682,000	\$ (18,613)	-1.11%	
WORKER DRIVER FARE	888,399	748,000	140,399	18.77%	
VANPOOL FARE	307,064	251,000	56,064	22.34%	
ACCESS FARE	169,305	160,000	9,305	5.82%	
PARKING FEES	199,103	204,000	(4,897)	-2.40%	
ADVERTISING REVENUE	-	-	-		
LEASE INCOME	493,424	498,000	(4,576)	-0.92%	
OTHER OPERATING INCOME	34,501	30,000	4,501	15.00%	
TOTAL OPERATING REVENUE	\$ 3,755,184	\$ 3,573,000	\$ 182,184	5.10%	
OPERATING EXPENSE:					
GENERAL ADMINISTRATION	\$ 6,319,656	\$ 7,409,089	\$ (1,089,432)	-14.70%	under budget prof svcs, contractual, and advertising
CAPITAL/LONG RANGE PLANNING	980,438	1,380,739	(400,301)	-28.99%	Under budget prof svcs and contractual
CUSTOMER SERVICE/INFORMATION	973,507	1,187,081	(213,574)	-17.99%	
ROUTED SERVICES	18,326,581	18,087,434	239,147	1.32%	Primarily due to settlement of ATU CBA
WORKER DRIVER	1,284,081	1,452,573	(168,492)	-11.60%	
RIDESHARE	402,854	426,555	(23,701)	-5.56%	
ACCESS	14,138,363	12,918,024	1,220,339	9.45%	Primarily due to wages and settlement of ATU CBA
VEHICLE MAINTENANCE	11,089,919	12,531,726	(1,441,806)	-11.51%	Under budget in wages, fuel, and repairs
FACILITIES MAINTENANCE	4,198,884	4,310,449	(111,565)	-2.59%	
SERVICE DEVELOPMENT	4,165,703	3,503,500	662,203	18.90%	Primarily due to additional IT expense
TOTAL OPERATING EXPENSES	\$ 61,879,986	\$ 63,207,169	\$ (1,327,183)	-2.10%	
OPERATING INCOME (LOSS)	\$ (58,124,802)	\$ (59,634,169)	\$ 1,509,368	-2.53%	
NON OPERATING INCOME (EXPENSE):					
SALES TAX	\$ 60,753,000	\$ 59,352,000	\$ 1,401,000	2.36%	
OPERATING GRANTS (SNPT / RM / WA REV)	111,450	125,000	(13,550)	-10.84%	
OTHER OPERATING GRANTS (CTR / PM)	5,679,444	-	5,679,444		
INTEREST INCOME	3,959,127	2,100,000	1,859,127	88.53%	Interest rates continue to exceed assumptions
MISC INCOME (EXPENSE)	(30,653)	-	(30,653)		
INTEREST EXPENSE	(2,756)	(2,400)	(356)	14.84%	
GAIN OR LOSS ON DISPOSITION OF ASSET	61,837	-	61,837		
DEPRECIATION EXPENSE	(9,741,808)	(8,980,000)	(761,808)	8.48%	
AMORTIZATION EXPENSE	(66,321)	(313,324)	247,003	-78.83%	
SALES TAX COLLECTION FEE	(607,530)	(593,520)	(14,010)	2.36%	
NON OPERATING REVENUE, NET	\$ 60,115,790	\$ 51,687,756	\$ 8,428,034	16.31%	
NET INCOME (LOSS)	\$ 1,990,988	\$ (7,946,413)	\$ 9,937,401		

Total Revenue - Transit Fund

Year to Date - December

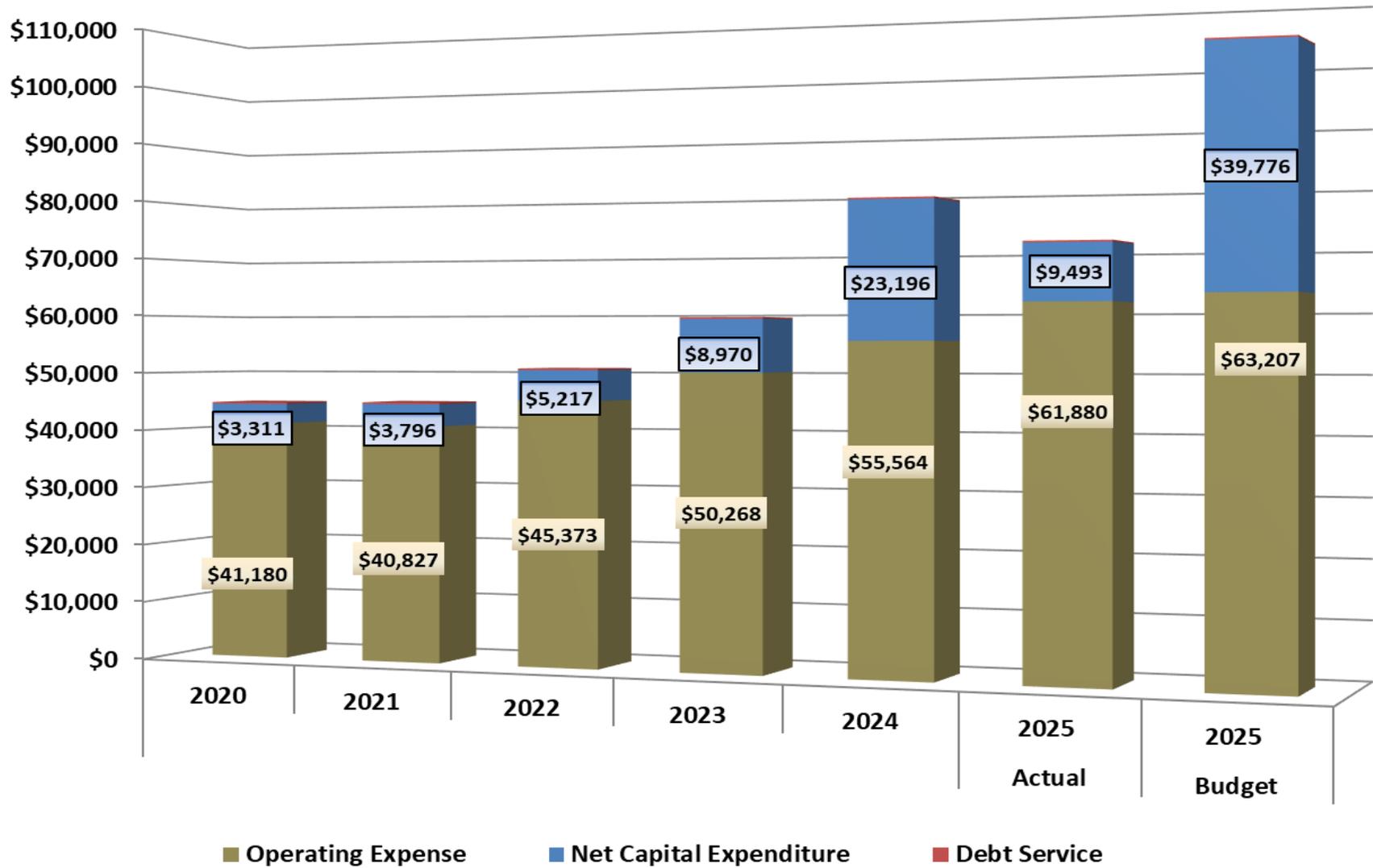
(in thousands)



Total Net Expenditures - Transit Fund

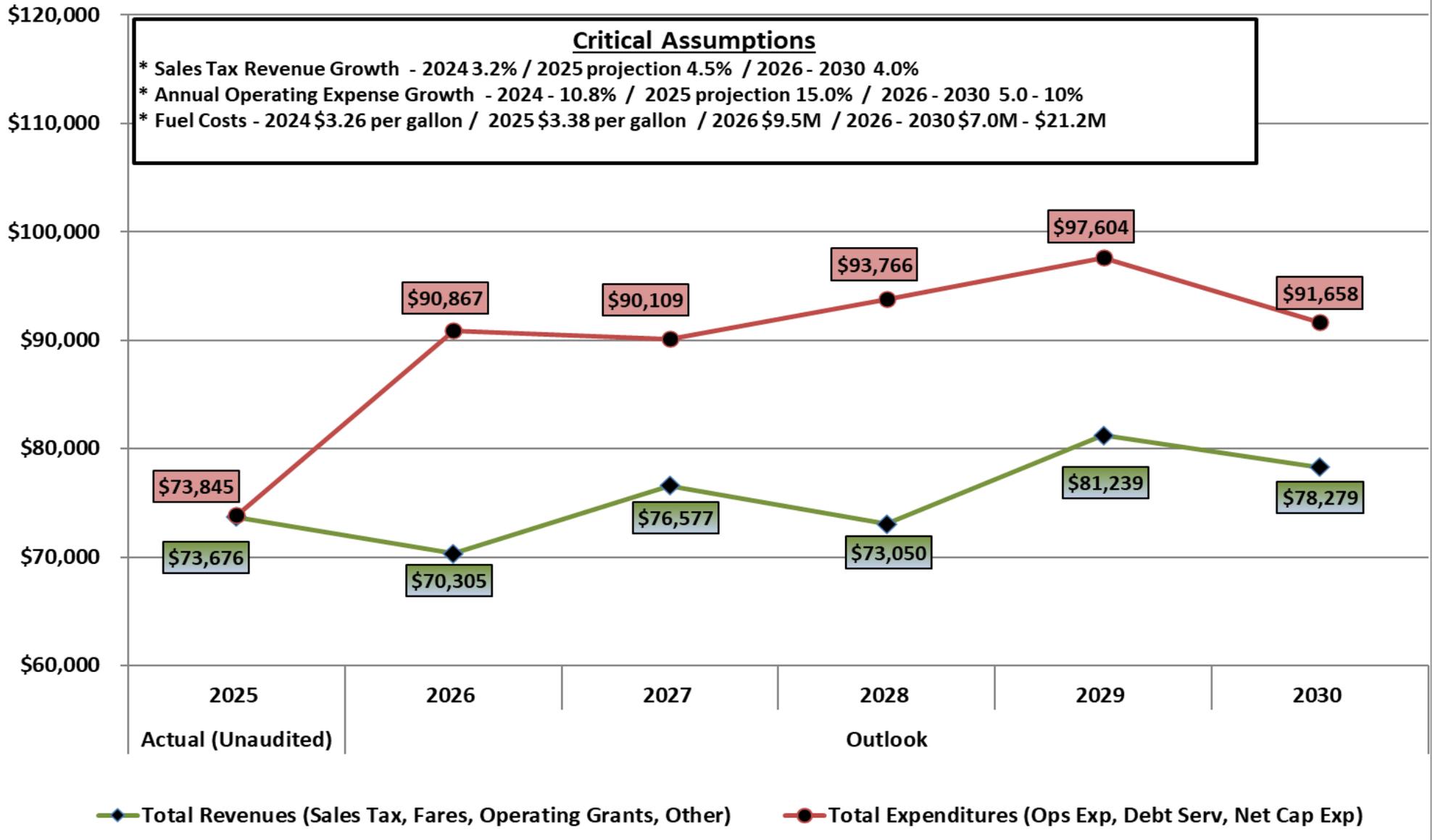
Year to Date - December

(in thousands)



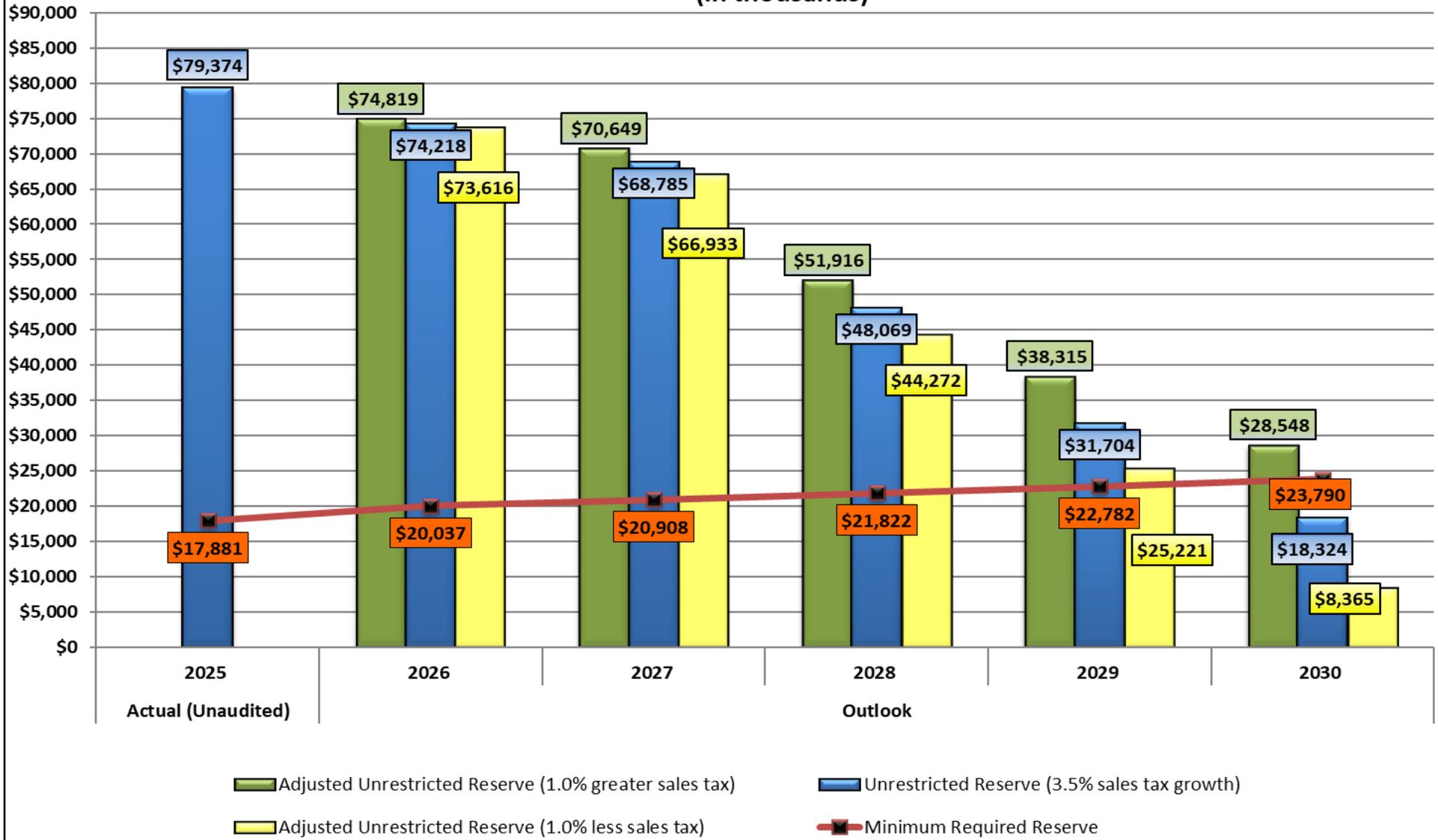
Total Revenues and Expenditures - Transit Fund

(in thousands)



Unrestricted Reserve - Transit Fund

(in thousands)



Quarterly Ferry Fund Financial Report 2025



Summary Income Statement - Ferry Fund

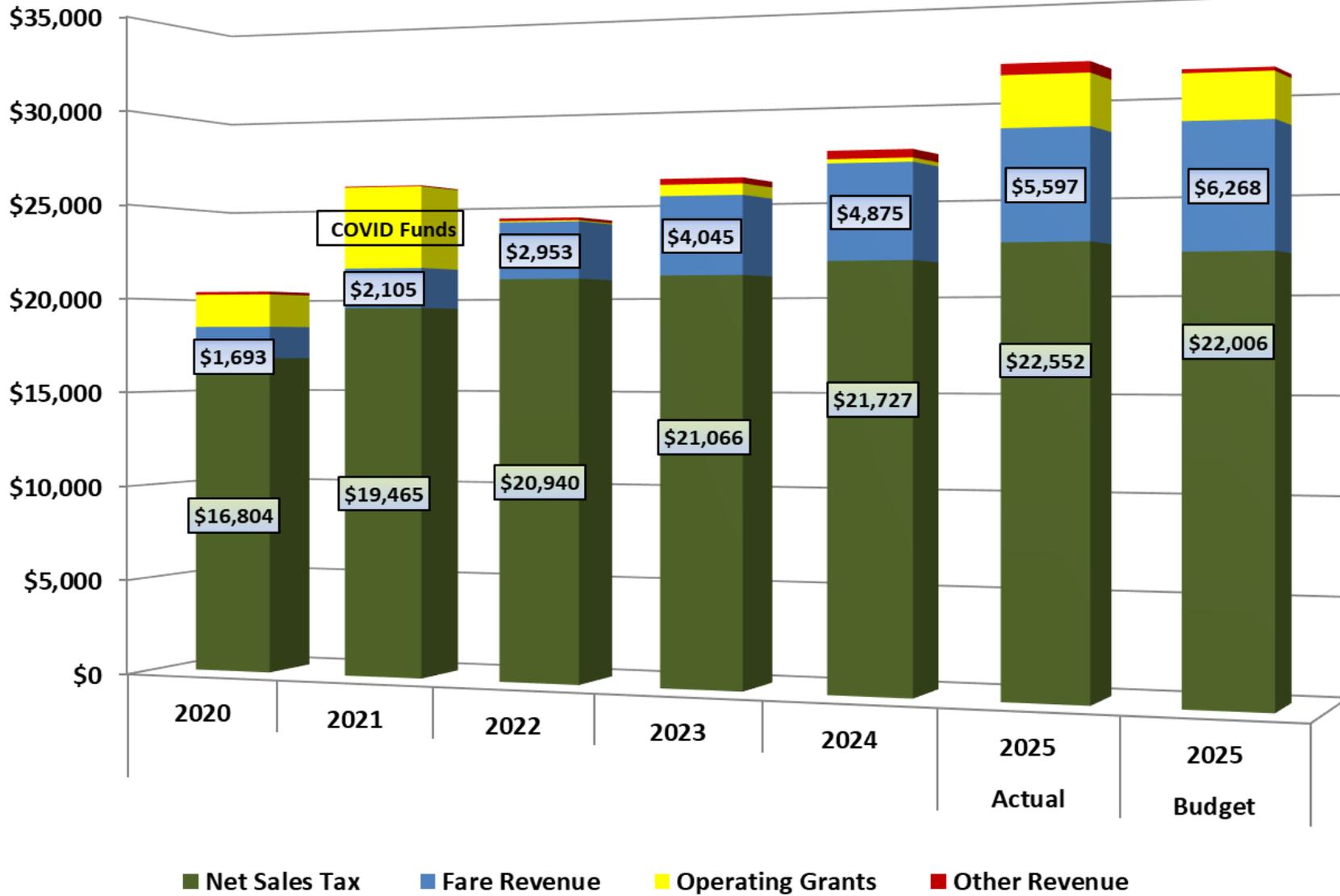
2025

	Actual	Budget	Over / (Under) Budget		Notes
			(\$)	(%)	
OPERATING INCOME:					
LOCAL FERRIES	\$ 733,145	\$ 775,000	\$ (41,855)	-5.40%	
BREMERTON FAST FERRY	3,025,589	3,593,000	(567,411)	-15.79%	
KINGSTON FAST FERRY	722,393	745,000	(22,607)	-3.03%	
SOUTHWORTH FERRY	1,116,187	1,155,000	(38,813)	-3.36%	
TOTAL OPERATING REVENUE	\$ 5,597,314	\$ 6,268,000	\$ (670,686)	-10.70%	
OPERATING EXPENSE:					
GENERAL ADMINISTRATION	\$ 2,554,379	\$ 2,722,226	\$ (167,847)	-6.17%	
LOCAL FERRY	2,056,207	2,531,122	(474,915)	-18.76%	
BREMERTON FAST FERRY	3,487,031	4,316,494	(829,463)	-19.22%	Largely due to fuel under budget
KINGSTON FAST FERRY	3,591,918	3,663,545	(71,626)	-1.96%	
SOUTHWORTH FERRY	3,172,737	3,787,479	(614,741)	-16.23%	Largely due to wages and professional srvs
MAINTENANCE AND FACILITIES	7,948,591	9,425,850	(1,477,259)	-15.67%	Predominately due to claim settlement
TOTAL OPERATING EXPENSES	\$ 22,810,863	\$ 26,446,715	\$ (3,635,852)	-13.75%	
OPERATING INCOME (LOSS)	\$ (17,213,549)	\$ (20,178,715)	\$ 2,965,166	-14.69%	
NON OPERATING INCOME (EXPENSE):					
SALES TAX	\$ 22,780,000	\$ 22,228,000	\$ 552,000	2.48%	
OPERATING GRANTS	2,600,522	2,300,000	300,522		
INTEREST INCOME	557,610	192,000	365,610	190.42%	Interest rates continue to exceed assumptions
INTEREST EXPENSE	(672,456)	(710,000)	37,544	-5.29%	
DEPRECIATION EXPENSE	(4,928,306)	(3,660,000)	(1,268,306)	34.65%	
AMORTIZATION EXPENSE	(12,160)	(\$12,156)	(4)	0.03%	
SALES TAX COLLECTION FEE	(227,800)	(222,280)	(5,520)	2.48%	
NON OPERATING REVENUE, NET	\$ 20,097,410	\$ 20,115,564	\$ (18,154)	-0.09%	
NET INCOME (LOSS)	\$ 2,883,861	\$ (63,151)	\$ 2,947,012		

Total Revenue - Ferry Fund

Year to Date - December

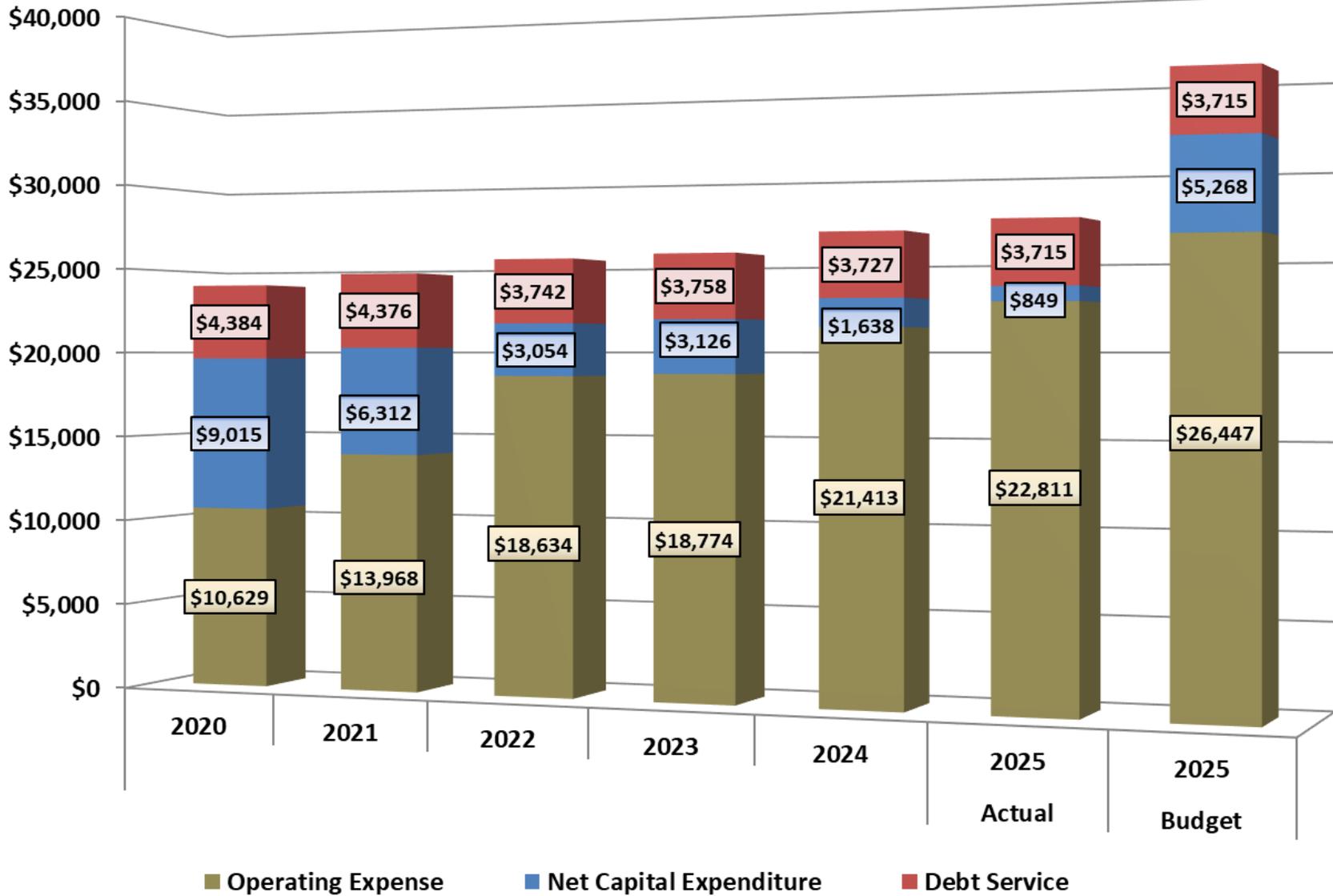
(in thousands)



Total Net Expenditures - Ferry Fund

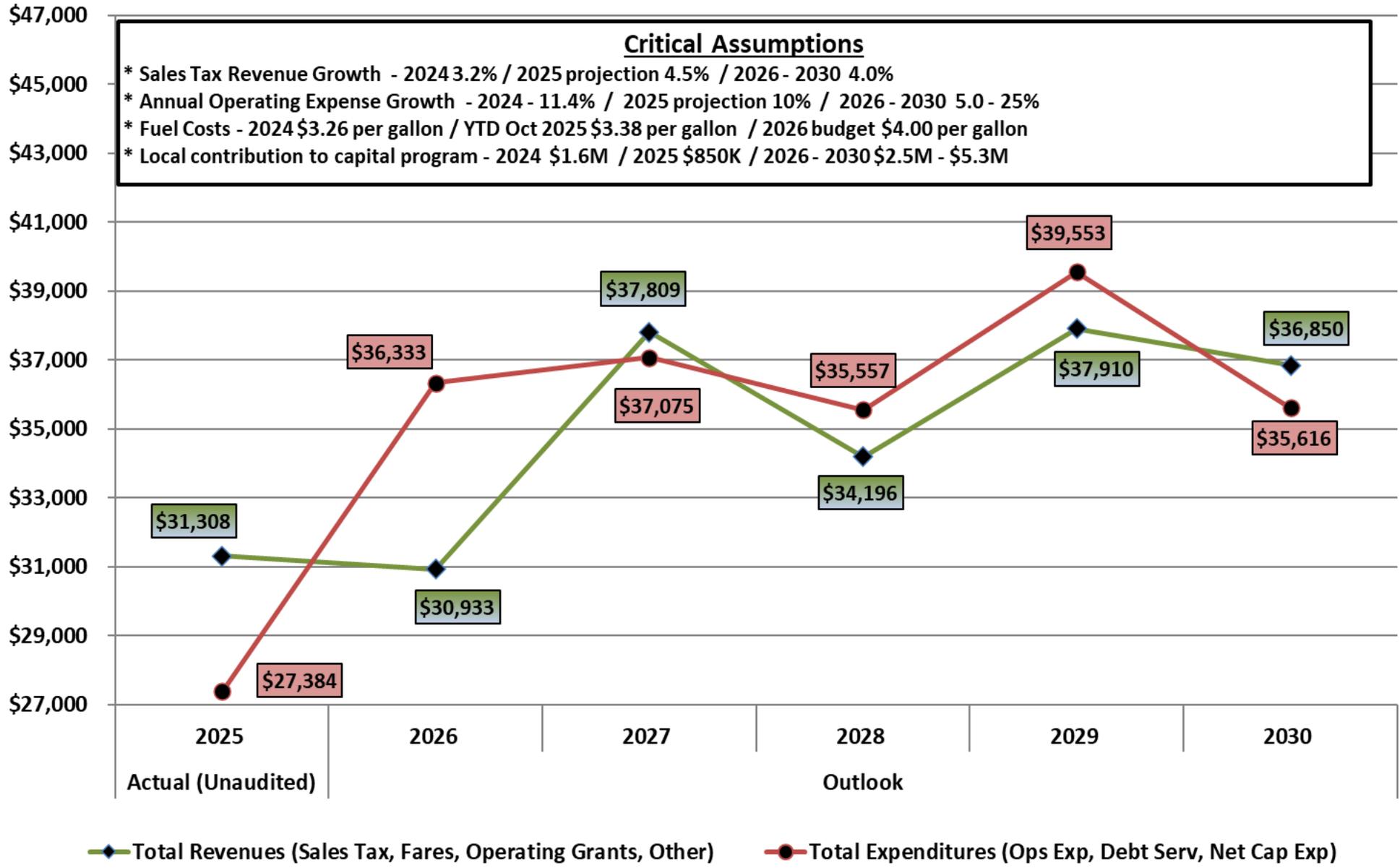
Year to Date - December

(in thousands)



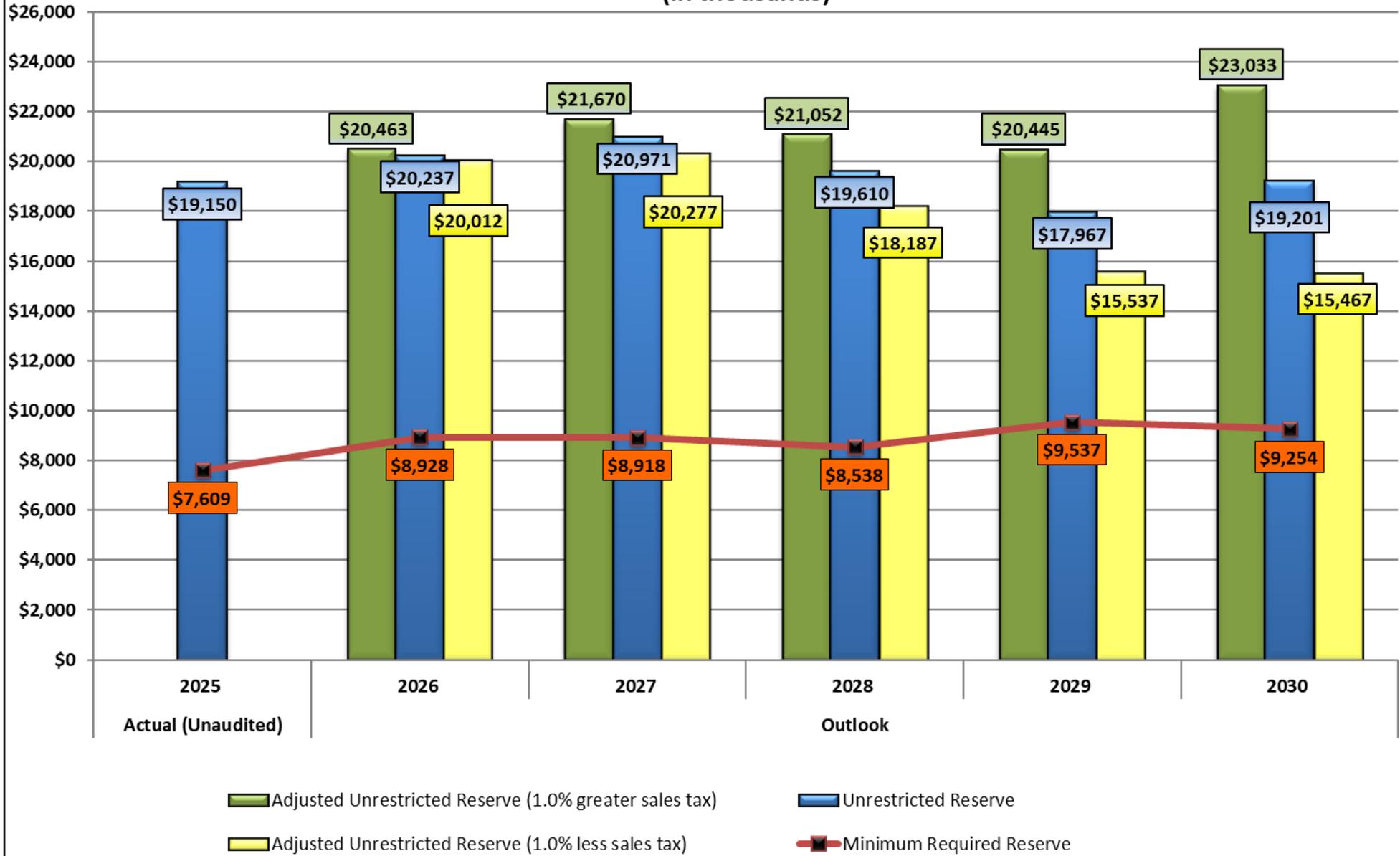
Total Revenues and Expenditures - Ferry Fund

(in thousands)



Unrestricted Reserve - Ferry Fund

(in thousands)



Kitsap Transit

Income Statement - Transit Fund

January 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Routed Fare	\$149,682	\$130,900	\$149,682	\$130,900	\$18,782	14.35%
Worker Driver Fares	\$49,389	\$64,900	\$49,389	\$64,900	(\$15,511)	(23.90%)
Van Pool Fares	\$34,080	\$25,642	\$34,080	\$25,642	\$8,439	32.91%
Access Fare	\$14,867	\$16,100	\$14,867	\$16,100	(\$1,233)	(7.66%)
Parking	\$16,673	\$16,000	\$16,673	\$16,000	\$673	4.21%
Lease Income	\$29,194	\$31,667	\$29,194	\$31,667	(\$2,473)	(7.81%)
Other Operating Income	\$3,429	\$2,500	\$3,429	\$2,500	\$929	37.17%
OPERATING REVENUE	\$297,315	\$287,708	\$297,315	\$287,708	\$9,606	3.34%
OPERATING EXPENSES						
General Administration	\$387,756	\$458,617	\$387,756	\$458,617	(\$70,861)	(15.45%)
Capital Development	\$51,191	\$66,360	\$51,191	\$66,360	(\$15,169)	(22.86%)
Customer Service	\$54,404	\$60,140	\$54,404	\$60,140	(\$5,736)	(9.54%)
Routed	\$1,049,163	\$1,240,016	\$1,049,163	\$1,240,016	(\$190,853)	(15.39%)
Worker Driver	\$70,832	\$87,446	\$70,832	\$87,446	(\$16,614)	(19.00%)
Rideshare	\$28,411	\$30,267	\$28,411	\$30,267	(\$1,855)	(6.13%)
Access	\$910,153	\$933,448	\$910,153	\$933,448	(\$23,295)	(2.50%)
Vehicle Maintenance	\$840,485	\$881,540	\$840,485	\$881,540	(\$41,055)	(4.66%)
Facilities Maintenance	\$331,181	\$341,548	\$331,181	\$341,548	(\$10,367)	(3.04%)
Service Development	\$314,438	\$313,134	\$314,438	\$313,134	\$1,304	0.42%
Total Operating Expense	\$4,038,012	\$4,412,514	\$4,038,012	\$4,412,514	(\$374,501)	(8.49%)
OPERATING INCOME (LOSS)	(\$3,740,698)	(\$4,124,805)	(\$3,740,698)	(\$4,124,805)	\$384,107	(9.31%)
NON OPERATING INCOME (EXPENSE)						
Sales Tax	\$4,822,000	\$4,822,000	\$4,822,000	\$4,822,000	\$0	0.00%
State Operating Grant	\$8,963	\$10,417	\$8,963	\$10,417	(\$1,454)	(13.96%)
Interest Income	\$352,994	\$320,000	\$352,994	\$320,000	\$32,994	10.31%
Misc Income / (Expense)	(\$1,122)	\$0	(\$1,122)	\$0	(\$1,122)	0.00%
Depreciation Expense	(\$743,887)	(\$875,000)	(\$743,887)	(\$875,000)	\$131,113	(14.98%)
Amortization Expense	(\$5,527)	(\$5,527)	(\$5,527)	(\$5,527)	\$0	(0.00%)
Sales Tax Collection Fee	(\$48,220)	(\$48,220)	(\$48,220)	(\$48,220)	\$0	0.00%
Gain/Loss Disposition of Assets	\$230	\$0	\$230	\$0	\$230	0.00%
Total Non Operating Income (Expense)	\$4,385,431	\$4,223,670	\$4,385,431	\$4,223,670	\$161,761	3.83%
NET INCOME (LOSS)	\$644,733	\$98,864	\$644,733	\$98,864	\$545,869	552.14%

Kitsap Transit
Income Statement - Ferry Fund
 January 2026

	<u>Current Month</u>		<u>Year to Date</u>		<u>Year to Date Variance</u>	
	<u>Actual</u>	<u>Budget</u>	<u>Actual</u>	<u>Budget</u>	<u>Dollar</u>	<u>Percent</u>
OPERATING REVENUE						
Local Ferry Fares	\$60,518	\$56,700	\$60,518	\$56,700	\$3,818	6.73%
Bremerton Fast Ferry Fares	\$234,557	\$220,900	\$234,557	\$220,900	\$13,657	6.18%
Kingston Fast Ferry Fares	\$50,861	\$52,100	\$50,861	\$52,100	(\$1,239)	(2.38%)
Southworth Fast Ferry Fares	\$92,769	\$87,700	\$92,769	\$87,700	\$5,069	5.78%
Total Operating Revenue	\$438,705	\$417,400	\$438,705	\$417,400	\$21,305	5.10%
OPERATING EXPENSE						
General Administration	\$236,964	\$217,614	\$236,964	\$217,614	\$19,351	8.89%
Local Ferry Operations	\$106,046	\$139,842	\$106,046	\$139,842	(\$33,796)	(24.17%)
Bremerton Fast Ferry Operations	\$222,322	\$260,494	\$222,322	\$260,494	(\$38,173)	(14.65%)
Kingston Fast Ferry Operations	\$241,716	\$279,155	\$241,716	\$279,155	(\$37,439)	(13.41%)
Southworth Fast Ferry Operations	\$224,901	\$269,567	\$224,901	\$269,567	(\$44,666)	(16.57%)
Maintenance and Facilities	\$234,960	\$828,028	\$234,960	\$828,028	(\$593,068)	(71.62%)
	\$1,266,909	\$1,994,700	\$1,266,909	\$1,994,700	(\$727,791)	(36.49%)
OPERATING INCOME (LOSS)	(\$828,204)	(\$1,577,300)	(\$828,204)	(\$1,577,300)	\$749,096	(47.49%)
NON OPERATING REVENUE (EXPENSE)						
Sales Tax Revenue	\$1,808,000	\$1,808,000	\$1,808,000	\$1,808,000	\$0	0.00%
Operating Grants	\$0	\$66,667	\$0	\$66,667	(\$66,667)	(100.00%)
Interest Income	\$58,945	\$42,000	\$58,945	\$42,000	\$16,945	40.35%
Interest Expense	(\$59,078)	(\$52,000)	(\$59,078)	(\$52,000)	(\$7,078)	13.61%
Depreciation	(\$392,791)	(\$325,000)	(\$392,791)	(\$325,000)	(\$67,791)	20.86%
Amortization	(\$1,013)	(\$1,013)	(\$1,013)	(\$1,013)	(\$0)	0.03%
Sales Tax Collection Fee	(\$18,080)	(\$18,080)	(\$18,080)	(\$18,080)	\$0	0.00%
Total Non Operating Income (Expense)	\$1,395,983	\$1,520,574	\$1,395,983	\$1,520,574	(\$124,591)	(8.19%)
NET INCOME (LOSS)	\$567,778	(\$56,726)	\$567,778	(\$56,726)	\$624,505	(1,100.91%)

**Kitsap Transit
Balance Sheet
January 31, 2026**

	Bus Fund	Ferry Fund	Consolidated
		ASSETS	
Cash and Cash Equivalents	6,583,277	1,709,859	8,293,136
Investment - General Fund	70,329,945	16,035,246	86,365,191
Investment - Stimulus Reserve	23,837,990	-	23,837,990
Investment - Debt Service Reserve	-	1,554,255	1,554,255
Investment - Contingency Reserve	4,000,000	-	4,000,000
Investment - Fuel Reserve	2,583,487	1,025,329	3,608,816
Tax Receivable	10,036,237	3,773,976	13,810,213
Capital Grants Receivable	135,411	65,541	200,952
Operating Grants Receivable	5,716,435	2,688,112	8,404,547
Accounts Receivable	581,233	880,684	1,461,917
Due from Transit	-	489,456	489,456
Inventory	1,735,547	6,619,480	8,355,027
Prepaid Expenses	4,008,055	446,816	4,454,871
TOTAL CURRENT ASSETS	\$ 129,547,619	\$ 35,288,753	\$ 164,836,372
Fixtures & Equipment, Net of Depreciation	6,095,627	46,060	6,141,687
Facilities, Net of Depreciation	47,260,705	9,503,488	56,764,193
Rolling Stock, Net Depreciation	33,346,626	63,399	33,410,025
Passenger Ferries, Net Depreciation	-	64,786,581	64,786,581
Capital Work in Progress	41,635,440	7,417,509	49,052,949
Leasehold Improvement, Net Amortization	2,898,106	-	2,898,106
Leased Facilities, Net Amortization	195,888	2,936,130	3,132,018
Land	24,643,189	-	24,643,189
Intangible Assets, Net Amortization	225,279	-	225,279
TOTAL CAPITAL ASSETS	\$ 156,300,860	\$ 84,753,167	\$ 241,054,026
TOTAL ASSETS	\$ 285,848,478	\$ 120,041,920	\$ 405,890,398
		LIABILITIES AND NET POSITION	
		LIABILITIES	
Accounts Payable	2,124,543	1,141,433	3,265,976
Due to Ferry	489,456	-	489,456
Payables to Other Transits	168,662	-	168,662
Deferred Revenues	68,911	6,984	75,895
Accrued Wages Payable	2,751,168	851,121	3,602,289
Employee Benefit Payable	392,667	86,998	479,665
Interest Payable	-	294,973	294,973
Short-Term Debt	-	3,080,000	3,080,000
Long-Term Debt	-	20,075,000	20,075,000
TOTAL LIABILITIES	\$ 5,995,407	\$ 25,536,509	\$ 31,531,916
		NET POSITION	
Invested in Capital Assets, Net of Related Debt	156,300,860	61,598,167	217,899,026
Restricted	30,421,477	1,554,255	31,975,732
Unrestricted	93,130,735	31,352,989	124,483,724
TOTAL NET POSITION	279,853,072	94,505,410	374,358,482
TOTAL LIABILITIES AND NET POSITION	\$ 285,848,478	\$ 120,041,920	\$ 405,890,398



To: Kitsap Transit
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)
Date: February 24, 2026
Re: March 2026 Board Meeting – Legislative Report

Session Update

We are in the midst of the rapid-fire cutoff periods for the 2026 session. Below are the remaining deadlines as we speed toward the end of the session on March 12.

Wednesday, February 25 – Policy Committee Cutoff - Opposite House. Last day to read in committee reports from opposite house, except House fiscal committees and Senate Ways & Means and Transportation committees.

Monday, March 2 – Fiscal Committee Cutoff - Opposite House. Last day to read in opposite house committee reports from House fiscal committees and Senate Ways & Means and Transportation committees.

Friday, March 6 – Opposite House Cutoff. Until 5 p.m., last day to consider opposite house bills with the exception of budgets, matters necessary to implement budgets, matters that affect state revenue, initiatives to the legislature and alternatives, differences between the two houses, and business related to the interim or closing the session.

Thursday, March 12 – Sine Die. Last day allowed for regular session under state constitution.

WA Revenue Forecast

General Fund Revenue Forecast

Washington’s projected Near General Fund revenue collections through 2029 increased by more than \$1.8 billion from the November 2025 forecast, according to estimates released on February 16 by the Washington State Economic and Revenue Forecast Council (ERFC).

According to the ERFC, the changes in the forecast are primarily the result of an improved economic outlook from the November forecast, as well as higher personal income and employment, according to the ERFC. Despite a slight decrease in housing construction, real estate excise tax collection came in slightly higher than expected.

Projected collections for the 2025–27 state budget are now \$75.3 billion, up about \$827 million since the November forecast. This means that revenue collections by the end of the 2025–27 biennium are now forecast to be \$438 million higher than the revenue projection used when the current budget was enacted in May 2025, excluding 2025 tax law changes.



Revenue for the 2027–29 biennium is forecast to be nearly \$80.4 billion, which is about \$1 billion higher than projections in November.

The forecast council also made revenue projections for the 2029–31 biennium, which are forecast to be \$86.6 billion.

Transportation Revenue Forecast

Expected transportation revenues are \$101 million (1.1%) below the November 2025 forecast for the current biennium, according to projections released by the forecast council on February 18. Changes are driven by decreases in fuel taxes and licenses, permits and fees.

For the 2027–29 biennium, revenues are projected at \$10.75 billion which is \$86 million (0.8%) below the November 2025 forecast.

For the 2029–31 biennium, revenues are projected at \$10.27 billion, \$166 million (1.6%) below the November 2025 forecast.

Budget Overview

Supplemental budgets were released by the House and Senate on Sunday, 2/22, and Monday, 2/23. Below are high-level overviews, highlighting key areas of interest for Kitsap Transit.

Operating Budget

State lawmakers released their initial supplemental budget proposals, which would increase spending by about \$1.5 billion for the biennium, despite the tight budget year and the state facing a continued shortfall that has been discussed for months. Both the House and Senate plans boost spending by shifting money and making cuts in other areas. Over the next four years, both proposals call for pulling more than \$700 million from the state's rainy day account. The House proposal also redirects \$530 million from the Climate Commitment Act and from the state's construction budget. That money would later be replaced using surplus from the police and firefighters pension fund. In the Senate, more than \$800 million would be cut from the state's Working Connections Child Care program for low-income families. The House proposal also cuts that fund by more than \$400 million. One of the largest spending items in both budgets is funding for the Health Care Authority aimed at mitigating cuts the federal government is making to Medicaid. The Senate proposal includes at least \$210 million for that effort, while the House proposal includes just under \$200 million.

House Proposal – For the 2025-27 biennium, PSHB 2289 appropriates \$79.9 billion Near General Fund-Outlook (NGF-O) and \$156.1 billion in total budgeted funds after 2026 supplemental changes. These amounts include a net increase of \$1.7 billion NGF-O and \$3.2 billion total budgeted funds at maintenance level to continue current programs and meet statutory obligations, with the largest NGF-O cost drivers being net increases compared to the enacted



2025-27 biennial budget in Medicaid medical assistance, Working Connections Child Care, and long-term care services. At policy-level, the focus of this document, NGF-O increases by a net of \$340.5 million NGF-O and \$2.5 billion in total budgeted funds. PSHB 2289 leaves a projected ending balance for the 2025-27 biennium of \$247.0 million NGF-O and \$1.3 billion in total reserves, including \$1.0 billion in the BSA. In total, these amounts represent 3.3 percent of revenues and other resources.

Senate Proposal – Increases 2025-27 spending by \$2.3 billion, bringing the operating budget to \$80.1 billion (supplemental) compared to \$77.8 billion in the budget passed last year. This represents \$8.2B (11.3%) growth from the last biennium (\$71.9B in 2023-25 to \$80.1B in 2025-27). The Senate Chair’s proposal for the 2026 supplemental operating budget modified the appropriations established in the prior budget cycle. Overall, NGF-O spending increased by \$2.3 billion in the 2025-27 biennium and \$1.6 billion in the 2027-29 biennium. Appropriations have been adjusted to account for mandatory costs, as well as policy choices. Revenue legislation and resource changes were necessary to accommodate the spending assumed in the proposal. The Chair’s proposed budget, under the provisions of the four-year budget outlook is projected to end the 2027-29 biennium with \$1.0 billion in NGF-O ending fund balance and \$3.0 billion in total reserves, or 7.1 percent in reserves compared to revenues and other resources.

Transportation Budget

Senate Proposal – The Senate’s proposed budget provides \$17 billion in appropriation authority to continue legislative transportation priorities and to implement several new priorities. \$10.5 billion is provided for capital projects and programs, and \$6.5 billion is provided for operating programs. This represents a combined increase of \$1.5 billion over the 2025 enacted budget. Capital increases can be attributed to \$465 million in new preservation spending, reappropriations from 2023-25, and other timing adjustments and new spending. Operating budget increases can be attributed to \$45 million in increased maintenance/facility spending, \$40 million in new Climate Commitment Act spending, increased central service charges, reappropriation of grant funds, debt service, and other new initiatives.

Several transit programs reduced in the 2025 enacted budget are restored in the 2026 proposed supplemental budget. Regional Mobility Grants, Transportation Demand Management Grants, and Rideshare Grants are funded in the 2027-29 and 2029-31 biennia at levels that assume new grant awards during those time periods. \$300,000 is provided for a regional connections action plan for the statewide development of active transportation infrastructure that connects population centers, supports mode shifts, and improves safety performance. To illustrate the importance of a regional connections action plan, funding is provided for three demonstration projects.

The proposed budget increases spending for ferry system preservation by \$100 million over the next six years. Additional personnel will address emergent, unplanned preservation needs and provide less disruption to planned vessel preservation actions. Investments in Eagle Harbor



increase capacity for vessel preservation when vessels are pulled from service for planned preservation activities and will allow the time that vessels are pulled from service to be used more efficiently and effectively. Additional funding for the Fautleroy Terminal addresses traffic concerns and makes the terminal less vulnerable to seismic activity and climate change.

***Of note, \$124,000 is reappropriated to Kitsap Transit for completion of the intra-county passenger-only ferry study approved in 2024.*

House Proposal – The House’s proposed budget spends a total of \$16.5 billion in the 2025-27 biennium, an increase of \$1.1 billion from the biennial budget. Much of this increase is for the reappropriation of spending authority previously provided in 2023-25 for capital projects.

Changes to 2025-27 WSDOT Ferries operating funding in the House proposal include: \$500,000 to conduct a feasibility study on the potential of a state-controlled dockyard facility; \$2 million for a dedicated casualty response team to handle emergency vessel issues without impacting or pulling resources from active lay-ups; and terminal traffic control funding is increased by \$50,000 to assist with the safe movement of traffic on Bainbridge Island at and near the Bainbridge Terminal from May 2026 through August 2026.

The House proposal adds or extends pilot programs for providing access to public transit for targeted groups:

- A new pilot program is funded at \$3.3 million for King County Metro and Kitsap Transit to provide affordable access to public transit to community and technical college students. A report on details of the pilot and recommendations is due to OFM and the Legislature by January 30, 2027. *\$200,000 of this is provided specifically to Kitsap Transit for*
- An additional \$240,000 is provided to Pierce County for the existing pilot to extend access to rural areas on the Key Peninsula through mid-2027.

***Of note, \$123,000 is reappropriated to Kitsap Transit for completion of the intra-county passenger-only ferry study approved in 2024.*

Capital Budget

Senate Proposal – The Senate’s proposal relies on available debt limit bond capacity, Climate Commitment Act accounts, and other cash resources, with an emphasis on housing, clean energy and water conservation, education, and flood response. The proposal authorizes \$382.6 million in new debt limit bond expenditures, \$219 million in Climate Commitment Act accounts, and \$723 million in net total funds. Major proposed investments include: \$150 million for housing and homelessness; \$142 million for water conservation, climate resilience, and clean energy; \$71 million for small school district modernization grants; and \$50 million for flood preparedness and response.



House Proposal – The House’s proposal, HB 2295, appropriates \$910.6 million in total funds, of which \$399.4 million is from debt limit bonds and a net of \$511.2 million is from other state and federal accounts. The bill appropriates \$639.9 million in funding from Climate Commitment Act (CCA) accounts. Of this total, \$400 million is used for a variety of capital budget purposes, including clean energy grants, building decarbonization, salmon recovery, and habitat restoration and conservation.

Bills of Interest

In addition to the budget proposals, a number of individual bills have been worked this session that could impact transit operations. A full bill tracking list is shared weekly and is available for review, but below are several key bills of potential interest.

SB 6253 – Concerning PTBA Governing Bodies (Krishnadasan). The provision allowing the chair or cochair to exclude the nonvoting member from attending executive sessions is removed. The nonvoting labor-recommended board member may attend executive sessions during PTBA board meetings, with certain exceptions. The labor-recommended member is prohibited from attending executive sessions or voting on issues related to: negotiations with labor organizations; issues between the employer and employees; arbitration; and chief executive officers.

- Passed out of the Senate Transportation Committee but failed to pass the floor prior to the Feb 17 cutoff deadline.

HB 2550/SB 6252 – Transit for Certain Community and Technical College Students (Taylor/C. Wilson). Authorizes students enrolled in a degree-seeking or certificate-seeking program at a community or technical college as defined in RCW 28B.50.030 to ride public transit for free under the transit support grant program.

- Both bills received public hearings but failed to pass from committee.

HB 2095 – Vulnerable Users of Public Ways (Reed). Establishes a rebuttable presumption of negligence for certain tort claims arising from a vehicle collision that proximately causes the injury or death of a vulnerable user of a public way if the victim was injured or killed in a protected area. Requires the Criminal Justice Training Commission and Administrative Office of the Courts to develop educational materials for certain law enforcement officers, prosecutors, and judges regarding Negligent Driving with a Vulnerable User Victim. "Vulnerable user of a public way" is defined to include a pedestrian, a person riding an animal, or a person operating or riding any of the following on a public way: a farm tractor or implement of husbandry, without an enclosed shell; a bicycle; an electric-assisted bicycle; an electric personal assistive mobility device; a moped; a motor-driven cycle; or a motorized foot scooter. The presumption of negligence does not apply to a driver of an emergency vehicle who operates the emergency vehicle within the course and scope of the driver's employment or official duties directly related to the emergency vehicle.



- Passed the House 53-44; received public hearing in Senate Law & Justice on 2/23; scheduled for possible committee vote on 2/24 but no action was taken.law

HB 2134 – Concerning regional transportation planning organizations (Duerr). Requires the regional transportation plans of certain regional transportation planning organizations to provide for reductions in greenhouse gas emissions and vehicle miles traveled. The requirement currently applies to Benton, Clark, King, Kitsap, Pierce, Snohomish, Spokane, Skagit, Thurston, Whatcom, and potentially Franklin counties.

- Passed out of the House Transportation Committee but failed to pass the floor prior to the Feb 17 cutoff deadline.

HB 1923 – Mosquito Fleet Authority (Nance). Expands the types of entities that can form a passenger-only ferry service district, as well as the locations where they can be formed. In addition to PTBAs, the following entities, so long as they border Puget Sound or Grays Harbor, are authorized to establish one or more Districts within their boundaries:

- A county, under Title 36 RCW;
 - A port district, under Title 53 RCW;
 - A city transit system, under RCW 35.58.2721 RCW;
 - A county transportation authority, under chapter 36.57 RCW;
 - A metropolitan municipal corporation transit system, under chapter 36.56 RCW;
 - An unincorporated transportation benefit area, under RCW 36.57.100; and
 - A regional transit authority, under chapter 81.112 RCW.
- Passed the House 84-11; scheduled for public hearing on 2/27 in Senate Transportation.

HB 2588/SB 5839 – Concerning County Ferry District Authority (Timmons/Shewmake). The type of ferries that county ferry districts may construct, purchase, operate, and maintain is broadened by removing the limitation that such ferries be passenger-only, thereby allowing county ferry districts to provide additional types of ferry service, for example auto ferry service.

- HB 2588 passed the House 73-19; scheduled for a public hearing on 2/27 in the Senate Transportation Committee.

HB 2199 – Derelict Vessels (Richards). Modifies the definition of a derelict vessel under the Derelict Vessel Removal Program administered by the Department of Natural Resources. The definition is modified to: remove the requirement that the owner is known, able to be located, and exerts control of the vessel; and include vessels that have been in violation of registration requirements for at least two annual registration periods and are prioritized for removal by DNR or another authorized public entity.

- Passed the House 95-0; received public hearing in Senate Agriculture & Natural Resources; passed by committee vote on 2/23.



HB 2307 – Commute Trip Reduction Program (Salahuddin). Removes the current 6:00 a.m. to 9:00 a.m. timeframe for determining major employers, commute trips, major employment installations, and major worksites.

- Passed out of the House Transportation Committee but failed to pass the floor prior to the Feb. 17 cutoff deadline.

HB 2251 – Climate Commitment Act Accounts (Fitzgibbon). The Climate Investment Account (CIA), Natural Climate Solutions Account (NCSA), and Climate Commitment (CC) Account are repealed. The CCA Operating Account (Operating Account) and CCA Capital Account (Capital Account) are created. The remaining balance of the repealed accounts, as well as any funding directed into the repealed accounts, is deposited 80% to the Capital Account and 20% to the Carbon Emissions Reduction Account (CERA), to be used for infrastructure and incentives that support transportation electrification. The Operating Account may be used in the operating budget and the Capital Account may be used in the capital budget for activities that reduce greenhouse gas emissions, increase resilience to the impacts of climate change, result in long-term environmental benefits, or otherwise achieve the purposes of the CCA.

- Passed the House 56-41; received public hearing in Senate Ways & Means on 2/24; tentatively scheduled for a public hearing in Senate Transportation on 2/27.

SB 6352 – Transportation Resources (Lias). Revises various provisions enacted in ESSB 5801—transportation resources—during the 2025 session and makes a variety of other resource related changes and modifies a variety of transportation policies. Of specific interest to KT, SB 6352 would redirect a portion of existing sales tax revenues beginning in 2027 from the Multimodal Transportation Account to Puget Sound ferry accounts, which could modestly reduce funds otherwise available for competitive transit and multimodal programs that Kitsap Transit relies upon. The bill also clarifies that ferry projects are eligible for carbon emissions reduction appropriations and expands bus and bus facilities grants to include safety and security enhancements, creating potential funding opportunities for Kitsap Transit’s fleet and ferry programs.

- Received a public hearing on 2/19 in Senate Transportation; scheduled for a possible committee vote on 2/27.

HB 2711 – Transportation Resources (Fey). Rep. Fey’s version of the trailer bill to last year’s revenue legislation, HB 2711 aggregates and distributes new fuel tax revenues generated from annual 2 percent inflation adjustments in the same manner as the 2025 fuel tax increases, including deposits to ferry and highway accounts, which supports overall system funding stability. The bill also increases revenues dedicated to the Multimodal Transportation Account through luxury vehicle, aircraft, and recreational vessel tax base changes and other adjustments, potentially expanding funding available for transit programs such as those relied upon by Kitsap Transit.

- Received a public hearing on 2/23 in House Transportation; scheduled for a possible committee vote on 2/25.



Washington State Transit Association (WSTA)

WSTA's 1st Quarter board meeting took place in Olympia on January 26 & 27. WSTA held forums for key transportation leaders from the legislature, the Governor's Office, and state agencies. Director Clauson joined in Olympia and met individually with the members of Kitsap Transit's delegation from the 23rd, 26th, and 35th LDs, along with Chair Fey of the House Transportation Committee.

Washington Highway Users Federation (WHUF)

WHUF convenes each Wednesday morning from 7:00-7:50 am throughout the legislative session. These weekly briefings serve as a forum for transportation leaders from all parts of state government to provide insight and stay in touch with the larger group of transportation-related stakeholders. Private industry, cities, counties, transit agencies, planners, engineers, and state government representatives are all in the room. While the briefings are held in person in Olympia, there is a virtual option for those who wish to listen and participate remotely. This year's schedule so far:

- Week 1 – Megan Cotton, Governor Ferguson's Transportation Policy Advisor; and Erik Hansen, Senior Budget Advisor on Transportation to Governor Ferguson
- Week 2 – Senator Curtis King, Ranking Republican Member, Senate Transportation Committee
- Week 3 – Rep. Andrew Barkis, Ranking Republican Member, House Transportation Committee
- Week 4 – Rep. Jake Fey, Chair, House Transportation Committee
- Week 5 – Senator Marko Lias, Chair, Senate Transportation Committee
- Week 6 – Secretary Julie Meredith, WSDOT Secretary
- Week 7 – Sen. Deb Krishnadasan, Vice Chair, Senate Transportation Committee & Sen. Keith Goehner, Assistant Ranking Republican, Senate Transportation Committee

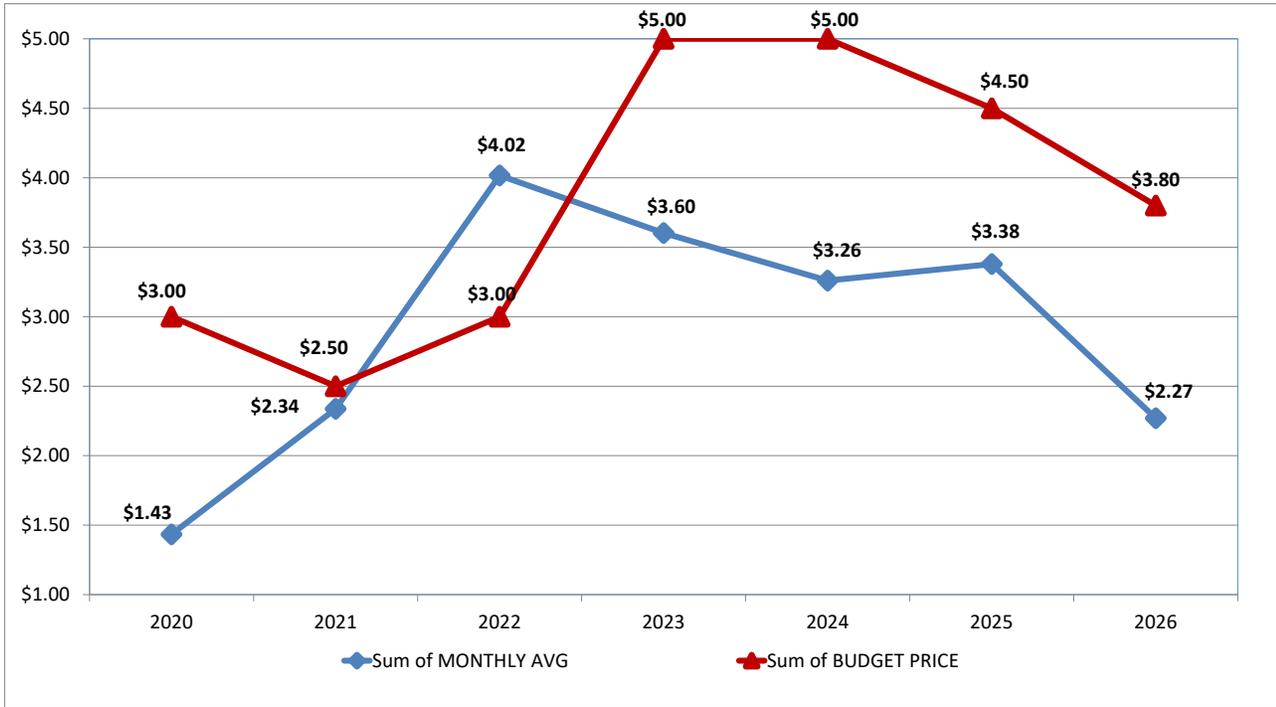
Capital Work In Progress - January 2026

	Capital Budget And Expenditures										Capital Funding		
	2025 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	12,785,749	-	-	-	12,785,749	100%	4,268	7,672,063	5,113,686	12,785,749	-	-	
Access Bus & Van/VanLink Replacements	7,534,015	-	-	2,904,778	4,629,237	61%	2,669,525	-	7,534,015	7,534,015	-	-	
Inductive Charging (Bases)	2,900,000	-	-	4,608,000	(1,708,000)	-59%	-	1,509,560	1,390,440	2,900,000	-	-	
Electric Bus (10) & Charleston & North Base Chargers	1,363,835	-	-	3,841,221	(2,477,386)	-182%	7,932,971	272,767	1,091,068	1,363,835	-	-	
Vanpool/Vanlink Expansion Vehicles (3/3)	360,000	-	-	-	360,000	100%	-	360,000	-	360,000	-	-	
Double Decker Buses	8,250,000	-	-	-	8,250,000	100%	-	1,650,000	6,600,000	8,250,000	-	-	
APC Systems Equipment/Digital Signage	6,653,663	-	-	3,304,082	3,349,581	50%	4,573,634	6,653,663	-	6,653,663	-	-	
Operations Bases													
Harborside:													
Third Floor Design and Remodel (Parametrix Space)	500,000	2,073	2,073	-	497,927	100%	2,073	500,000	-	500,000	-	-	
Charleston Base													
Driver Room Rehabilitation (Kitchen/Lockers/Furniture) 3	30,000	-	-	-	30,000	100%	-	30,000	-	30,000	-	-	
Mini Heat Pump Replacements (2)	60,000	-	-	-	60,000	100%	-	60,000	-	60,000	-	-	
Elevator Replacement	210,000	-	-	-	210,000	100%	-	210,000	-	210,000	-	-	
Northbase													
North Base HD Maintenance Facility PE/Env	1,499,205	-	-	889,084	610,121	41%	1,657,769	19,459	1,479,746	1,499,205	-	-	
North Base Temporary Operating Facility & Connections	195,000	-	-	-	195,000	100%	-	195,000	-	195,000	-	-	
North Base HD Maintenance Facility CN & CN Mgmt	26,530,624	-	-	-	26,530,624	100%	20,991	4,219,369	22,311,255	26,530,624	-	-	
South Base													
South Base (ESA, Permits, CM)	80,400	-	-	79,155	1,245	2%	291,374	15,586	64,814	80,400	-	-	
Transfer Centers / Park & Ride													
HWY 16 P & R PE/Design/ROW (Ruby Creek)	1,226,724	32,574	32,574	-	1,194,150	97%	1,689,757	396,553	830,171	1,226,724	-	-	
HWY 16 P & R CN (Ruby Creek)	19,070,812	-	-	-	19,070,812	100%	745,567	8,648,936	10,421,876	19,070,812	-	-	
Sewer Lift Station Ruby Creek	3,121,678	-	-	739,701	2,381,978	76%	216,474	3,121,678	-	3,121,678	-	-	
Silverdale Transfer Center	493,145	30,608	30,608	401,258	61,279	12%	500,937	493,145	-	493,145	-	-	
Gateway Bus Storage Facility & Park and Ride PE/Design	782,108	1,378	1,378	166,221	614,509	79%	428,672	112,370	669,738	782,108	-	-	
SR 104 Park & Ride ROW Only	600,000	-	-	-	600,000	100%	513,597	600,000	-	600,000	-	-	
Bus Stops (Shelters, pads, and Construction)	100,000	-	-	-	100,000	100%	-	100,000	-	100,000	-	-	
West Bremerton Hydrogen Fueling & P&R (Design & ROW)	6,099,914	-	-	-	6,099,914	100%	2,529,658	1,340,383	4,759,531	6,099,914	-	-	
Poulsbo Park & Ride (10% Design, ROW & PE) (Johnson Rd.)	2,488,903	-	-	334,091	2,154,812	87%	230,648	1,324,196	1,164,707	2,488,903	-	-	
Inductive Charging TC's (encumbered)	113,318	-	-	-	113,318	100%	-	113,318	-	113,318	-	-	
Inductive Charging Combined Construction (CB, NB, BITC, WWTC)	14,000,000	3,500	3,500	303,257	13,693,243	98%	7,563,664	2,800,000	11,200,000	14,000,000	-	-	
Operator Training Facility	786,331	-	-	414,579	371,752	47%	101,824	786,331	-	786,331	-	-	
Day Road Park & Ride (Design & Construction)	14,229,712	-	-	1,911,337	12,318,375	87%	587,423	6,220,332	8,009,380	14,229,712	-	-	
Equipment and Systems													
Computer Infrastructure Improvements (Fiber SB & CB) (encumbered)	67,000	-	-	-	67,000	100%	-	67,000	-	67,000	-	-	
Network Switches	100,000	-	-	-	100,000	100%	-	100,000	-	100,000	-	-	
Routers (3)	25,000	-	-	-	25,000	100%	-	25,000	-	25,000	-	-	
APC UPS for Servers	30,000	-	-	-	30,000	100%	-	30,000	-	30,000	-	-	
IP Cameras (Bremerton, PO Dock, South Base, CII)	947,500	-	-	-	947,500	100%	264,102	397,500	550,000	947,500	-	-	
Digital Display Panels	150,000	-	-	-	150,000	100%	-	150,000	-	150,000	-	-	
Env. Health Mgmt- System	78,500	-	-	14,685	63,815	81%	-	78,500	-	78,500	-	-	
Firewalls	60,000	-	-	-	60,000	100%	-	60,000	-	60,000	-	-	

Capital Work In Progress - January 2026

Capital Budget And Expenditures										Capital Funding		
	2025 Budget					YTD		Budget Remaining		Local Funds Budget	Grant Funds Budget	Total Funds Budget
	Current Month	Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget				
Hyper Converge (Server/Storage/Network Off Site Recovery System)	-	-	-	200,000	100%	-	-	200,000	200,000	-	200,000	
Website Content Management	-	-	-	418,000	100%	-	-	418,000	418,000	-	418,000	
Engine Repair Trainer	-	-	-	100,000	100%	-	-	100,000	100,000	-	100,000	
Rodeo/Training Speed Radar Sign	-	-	-	7,500	100%	-	-	7,500	7,500	-	7,500	
Rodeo Trailer	-	-	-	14,100	100%	-	-	14,100	14,100	-	14,100	
Transit Fund Total	70,134	70,134	19,911,448	114,281,154	85%	32,524,926	51,072,309	83,190,427	134,262,736			
Ferry Fund												
Ferry Vessels												
Owner Representation (New Vessels)	-	-	-	2,000,000	100%	-	-	2,000,000	2,000,000	-	2,000,000	
Electric Fast Foil Ferry Design & Prototype	-	-	969,710	3,276,240	77%	1,903,668	-	245,950	245,950	4,000,000	4,245,950	
Kingston Fast Ferry	-	-	-	17,531,963	100%	-	-	4,031,963	4,031,963	13,500,000	17,531,963	
Electric Foot Ferry & Infrastructure Design and Construction Waterman II	-	-	907,044	14,108,092	94%	1,603,519	-	2,680,000	2,680,000	12,335,136	15,015,136	
Ferry Terminal & Maintenance Facilities												
Seattle Terminal PE (10% & Environmental/PE)	-	-	5,102,347	893,569	15%	2,419,212	-	965,024	965,024	5,030,892	5,995,916	
Southworth Terminal Redevelopment (WSF Partner)	-	-	3,102,691	-	0%	137,091	-	852,691	852,691	2,250,000	3,102,691	
POF System PM (Vessel & Terminal) (Maint. Parts, Labor & Cleaning)	30,568	30,568	-	5,129,832	99%	859,785	-	-	-	5,160,400	5,160,400	
Breakwater at Port Orchard Marina (Partnership)	-	-	-	1,000,000	100%	1,007	-	1,000,000	1,000,000	-	1,000,000	
Marine Maintenance Fac. (Locate, ROW & Concept. Design)	-	-	-	825,425	100%	356,528	-	825,425	825,425	-	825,425	
PO Intermodal Terminal PE	-	-	-	1,022,059	100%	-	-	170,343	170,343	851,716	1,022,059	
Navigation Software	-	-	-	11,000	100%	-	-	11,000	11,000	-	11,000	
Navigation Hardware	-	-	-	33,000	100%	-	-	33,000	33,000	-	33,000	
Ferries Maint. Vehicles (2)	-	-	-	120,000	100%	-	-	120,000	120,000	-	120,000	
Ferry Fund Total	30,568	30,568	10,081,793	45,951,180	82%	7,280,810	12,935,396	43,128,144	56,063,540			
Grand Total	100,701	100,701	29,993,241	160,232,334	84%	39,805,736	64,007,705	126,318,571	190,326,276			

Kitsap Transit Diesel Costs Updated through February 2026



Per-gallon average price	2020	2021	2022	2023	2024	2025	2026
January	\$1.99	\$1.68	\$2.89	\$3.50	\$4.72	\$3.04	\$3.12
February	\$1.80	\$2.04	\$3.18	\$3.40	\$4.20	\$3.10	\$3.46
March	\$1.31	\$2.15	\$3.90	\$3.46	\$2.99	\$3.06	
April	\$1.04	\$2.07	\$4.30	\$3.48	\$3.20	\$3.09	
May	\$1.08	\$2.23	\$4.30	\$3.00	\$3.01	\$3.41	
June	\$1.25	\$2.44	\$5.10	\$3.25	\$3.04	\$3.70	
July	\$1.36	\$2.37	\$4.99	\$4.08	\$3.14	\$3.82	
August	\$1.37	\$2.47	\$3.99	\$4.18	\$2.87	\$3.55	
September	\$1.27	\$2.41	\$3.89	\$4.35	\$3.06	\$3.71	
October	\$1.38	\$2.73	\$4.42	\$3.71	\$3.02	\$3.56	
November	\$1.72	\$2.73	\$4.35	\$3.51	\$3.00	\$3.42	
December	\$1.64	\$2.72	\$2.89	\$3.30	\$2.87	\$3.09	
Monthly Avg. Cost YTD	\$ 1.43	\$ 2.34	\$ 4.02	\$ 3.60	\$ 3.26	\$ 3.38	\$ 3.29
Budgeted Per-Gallon Price	\$ 3.00	\$ 2.50	\$ 3.00	\$ 5.00	\$ 5.00	\$ 4.50	\$ 4.00

In February, KT paid \$3.46 a gallon for fuel compared to \$3.12 in January. The year-to-date per-gallon average price as of February was \$3.29 compared \$4.00 a gallon for fuel budgeted for 2026.