



## BOARD OF COMMISSIONERS MEETING AGENDA

**Date:** May 5, 2026

**Time:** 10:30 AM – 12:00 PM

**Page**

**1. CALL TO ORDER**

**2. AGENDA REVIEW**

**3. CHAIRPERSON'S COMMENTS**

**4. COMMUNITY ADVISORY COMMITTEE REPORT**

**5. CONSENT / ACTION ITEMS**

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

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| a. Warrants for March 2026   | 1  |
| b. Minutes of March 3, 2026  | 2  |
| c. Minutes of March 17, 2026 | 13 |
| d. Minutes of April 7, 2026  | 22 |

**6. FULL DISCUSSION / ACTION ITEMS**

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| a. Resolution No. 26-27, Approve Change Order on KT 23-870 Additional Design Services | 31 |
| b. Resolution No. 26-28, Acknowledging Approved Change Order on KT25-011              | 34 |
| c. Resolution No. 26-29, Approve Sole Source Purchase of Renewable Propane            | 37 |

**7. EXECUTIVE DIRECTOR ITEMS**

**8. STAFF RECOGNITION/PROGRESS REPORTS**

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| a. Recognize Drivers of the Month for March 2026 (10:45 AM) |    |
| b. April 2026 Report from KT Lobbyist                       | 39 |
| c. Draft Financial Reports through March 2026               | 41 |
| d. Capital Work in Progress March 2026                      | 44 |
| e. Fuel Costs Report through the end of April 2026          | 46 |
| f. Goals Update 2026  | 47 |

**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](http://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](mailto:JacquelynB@kitsaptransit.com) by noon on the Wednesday before the meeting.



## MEMORANDUM

**TO: The Kitsap Transit Board of Commissioners**  
**DATE: May 5th, 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 said 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 May 5th, 2026, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for March 1st, 2026, through March 31st, 2026:

- Warrant numbers transit fund 176265 to 176558 of \$1,674,836
- Warrant numbers ferry fund 610125 to 610254 of \$3,778,964
- Payroll Account disbursements of \$3,895,538
- ACH clearing account payments of \$71,233
- Travel Account Disbursements of \$3,091
- Purchasing Card Disbursements of \$60,051

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 5<sup>th</sup> day of May 2026.

\_\_\_\_\_  
Katherine T. Walters, Chairperson

ATTEST:

\_\_\_\_\_  
Jackie Bidon, Clerk of Board

## KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF March 3, 2026

### **Board of Commissioners Present:**

Driskell, Robert, Teamsters Local No. 589, *non-voting member*  
Mockler, Anna, Councilmember, City of Bremerton  
Moriwaki, Clarence, Mayor, City of Bainbridge Island, **Vice Chair**  
Putansuu, Robert, Mayor, City of Port Orchard, *Virtual*  
Rolfes, Christine, Kitsap County Commissioner  
Root, Oran, Kitsap County Commissioner  
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; Mary Pauly, Human Resources Director; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Paul Shinnars, Finance Director; Nick Zylstra, Marine Services Director

**Also Present:** 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/Y5ZA-M-U6bijJHDdsQVnKdbT11u8WraDCJv7rxBJD46W49Qiq45YJCyMkfnm9vMX.OS\\_93gjLt1OuXO8U](https://kitsaptransit.zoom.us/rec/share/Y5ZA-M-U6bijJHDdsQVnKdbT11u8WraDCJv7rxBJD46W49Qiq45YJCyMkfnm9vMX.OS_93gjLt1OuXO8U)

Passcode: YivC@4\*F

**1. CALL TO ORDER:** Chairperson Walters called the meeting of the Kitsap Transit Board of Commissioners to order at 10:31 AM. Kitsap Transit Board members introduced themselves.

### **2. AGENDA REVIEW**

0:01:23, Upon review by the Board, the agenda remained unchanged.

### **3. CHAIRPERSON'S COMMENTS**

0:01:24, Commissioner Walters shared updates from the National Association of Counties Legislative Conference, highlighting the emphasis on transit as an economic driver and the Federal Highway Administration's efforts to simplify grant applications.

0:02:34, Executive Director Clauson announced the successful award of a \$15 million construction grant from Senator Murray's office for a new training facility, with funding approved for property acquisition and environmental studies underway.

#### **4. COMMUNITY ADVISORY COMMITTEE REPORT**

0:04:46, Executive Director Clauson briefed the Board on the Community Advisory Committee (CAC) discussion of several operational matters including video monitor adjustments in coaches, bike rack wheel securement systems, potential assistance with ferry collection processes, and the Seattle Passenger Only Ferry Pier. Operations Director Michael Bozarth gave a presentation on proposed changes in the no-show policy within the ACCESS program and removing some of the sanctions in the current policy. He stated that there was discussion regarding the Board composition review process, and how that works in relation to the law that gives the Board the option to add two additional non-elected positions.

#### **5. CONSENT / ACTION ITEM:**

- a. Warrants for January 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
- b. Minutes of February 3, 2026

0:08:13, **Mayor Moriwaki moved and Mayor Stern seconded the motion to approve the Consent Agenda.**

#### **Discussion:**

None.

**Motion passed unanimously.**

#### **6. FULL DISCUSSION / ACTION ITEMS**

- a. Resolution No. 26-15, Approve CBA, IAM Local 160 & Teamsters Local 589

0:08:52, Executive Director Clauson presented a resolution requesting authorization to sign the collective bargaining agreement negotiated between Kitsap Transit, Machinists Local 160, and Teamsters Local 589, which represent the majority of the agency's maintenance and inventory control staff. He noted that the three-year agreement aligns wages with market levels and maintains consistency with other represented groups.

**Commissioner Root moved and Mayor Moriwaki seconded the motion 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.**

**Discussion:**

0:10:43, Teamsters Local 589 representative Robert Driskell reported that negotiations went well. He noted that combining different groups made the process longer, but the parties ultimately reached a fair agreement for both sides.

**Motion passed unanimously.**

- b. Resolution No. 26-16, Award KT 25-11 Enetai Hull Fitting

0:12:01, Executive Director Clauson presented a resolution requesting authorization to sign an awarded bid for hull work on the MV *Enetai*. He explained that the project primarily involves replacing a bracket that connects the hull to the water jets. A similar component on another vessel has caused issues, and the necessary replacement part has already been acquired. The *Enetai* has been largely unusable pending this repair, and staff are eager to move it into the yard for completion. The project was put out to bid, and one bid was received from Nichols Brothers on Whidbey Island.

**Discussion:**

Board discussion involved length of time for the repairs to be completed.

0:13:13, Executive Director Clauson noted that while the exact timeline is difficult to predict, repairs are generally expected to take about thirty days.

**Mayor Moriwaki moved and Commissioner Rolfes seconded the motion 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).**

**Motion passed unanimously.**

- c. Resolution No. 26-17, Approve Bremerton Police Off Duty Services

0:20:05, Executive Director Clauson explained that the resolution authorizes a 13-month intergovernmental agreement with the City of Bremerton for off-duty police services at the Bremerton ferry terminal. The contract, estimated at \$130,438, provides approximately 1,230 hours of service at \$106 per hour and primarily supports maintaining order on the transit deck during afternoon commutes.

**Discussion:**

0:21:19, Board members discussed whether the officers would be stationed on the dock or on the ferry, whether they would be utilized during World Cup events and if other contracts would be brought before the Board.

0:21:31, Executive Director Clauson stated that officers will primarily be stationed on the dock but may board the ferry when circumstances require it. He added that Kitsap Transit is evaluating additional security measures for the World Cup, including the possibility of deputizing officers from other jurisdictions. Executive Director Clauson shared that this resolution is an annual contract and that he would report to the Board any additional contracts and expenditures that may be required for the FIFA World Cup.

**Commissioner Root moved and Commissioner Rolfes seconded the motion 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.**

**Motion passed unanimously.**

- d. Resolution No. 26-18, Approve Rideshare (Vanpool) Vehicle Purchase

0:24:41, Executive Director Clauson presented the resolution authorizing the purchase of up to seven all-wheel drive rideshare vehicles at a total cost of \$321,300.

**Councilmember Rosapepe moved and Mayor Stern seconded the motion 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).**

**Discussion:**

None.

**Motion passed unanimously.**

- e. Resolution No. 26-19, Approve Fuel Monitoring System

0:26:17, Executive Director Clauson requested authorization to proceed with acquiring a new fuel storage management system. He explained that the system will serve the above ground tanks at North Base in Poulsbo and at the Bremerton waterfront, which are used to fuel ferry vessels. The

replacement monitoring system totals \$38,000 and staff is seeking approval to award the contract.

**Commissioner Rolfes moved and Commissioner Root seconded the motion 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).**

**Discussion:**

None.

**Motion passed unanimously.**

- f. Resolution No. 26-20, Approve Transit Driver Appreciation Day

0:2:09, Executive Director Clauson presented the annual resolution recognizing the official start of public transit, historically recorded as March 18, 1662, in Paris, France. He noted that the proclamation provides an opportunity to honor transit operators, with a particular focus on driver appreciation. Adoption of the proclamation will help raise community awareness and encourage the public to thank their bus drivers for the important work they do every day, especially during this week in March.

**Commissioner Root moved and Mayor Moriwaki seconded the motion to adopt Resolution No. 26-20, proclaiming March 18th, 2026, as Transit Driver Appreciation Day in Kitsap County.**

**Discussion:**

0:29:52, Commissioner Rolfes encouraged Board members to find the driver on the route nearest their home on March 18, thank them, and report back to the Board.

0:30:21, Board members noted the consistently high number of different drivers recognized for safety and performance awards, reflecting both strong internal mentoring and the overall quality of the operator workforce. They remarked on the competitive nature of these honors and expressed appreciation for the drivers' ongoing service to the community. One member added that a single day of recognition hardly seems sufficient given their contributions and accepted the challenge to thank a driver on March 18.

**Motion passed unanimously.**

- g. Resolution No. 26-21, Approve Kitsap Transit Surplus 2026

0:32:29, Executive Director Clauson requested authorization to surplus several older vehicles,

parts, and miscellaneous equipment no longer needed by the agency. He noted that outdated ticket-vending machines will be transferred to King County Metro for parts. He added that some cutaway vehicles may be retained temporarily to ensure sufficient fleet capacity during the World Cup. Clauson explained that many of the surplus vehicles include older MCI buses previously used in the Worker/Driver program. These have been replaced through a combination of new electric buses and refurbished routed buses that Kitsap Transit's maintenance team has successfully repurposed for commuter service. This combination of new and rehabilitated vehicles has created the current surplus.

#### **Discussion:**

0:34:33, Mayor Moriwaki asked whether there was an estimate of the revenue that might be generated from vehicle and equipment sales, noting that some items would be auctioned while others could be sold to government agencies or nonprofits.

0:34:46, Executive Director Clauson explained that the revenue from surplus vehicles varies depending on the type, size, and mileage of each unit. For nonprofit transfers, Kitsap Transit uses the vehicle's low Blue Book value as the sale price. He estimated that larger buses typically bring in approximately \$3,000 to \$5,000, while vans—given their broader market—may generate somewhat higher amounts.

**Mayor Moriwaki moved and Councilmember Rosapepe seconded the motion 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.**

**Motion passed unanimously.**

#### **7. EXECUTIVE DIRECTOR ITEMS**

0:37:04, Executive Director Clauson updated the Board on operator recruitment, reporting that the agency currently has 137 operators and is working toward a goal of 152 to support World Cup service.

He also briefed the Board on potential IRS credits related to electric bus acquisitions, noting that legal counsel has indicated Kitsap Transit may be eligible to claim credits for the full cost of the buses rather than only the unfunded portion. Staff are conducting due diligence on this opportunity, and the attorney has offered to work on a contingency basis.

Executive Director Clauson reported that staff have begun moving into the newly available Harborside third-floor office space, with IT successfully integrating the area into the agency's network and phone system.

0:41:39, Mayor Wheeler noted the recent launch of the West Bremerton Express Route 238 and requested a future report on its performance. He emphasized that the route is a key strategy for

reducing congestion and parking challenges in downtown Bremerton and expressed interest in learning more about its current frequency and potential for future expansion.

0:42:35, Executive Director Clauson reported that the route primarily operates during commute hours due to its design. Beginning at 6<sup>th</sup> and Montgomery, the service shifts to Burwell to allow stops at the State Street Gate, the Park Street Tunnel, the west end of the shipyard, and the ferry terminal. The current schedule is focused on moving commuters from outlying parking areas into the downtown core, helping reduce congestion during peak travel times.

0:43:30, Mayor Wheeler followed up, stating the infrastructure is now in place to move people who are not commuters into the downtown area for the Fan Zone.

0:44:05, Executive Director Clauson shared that during the Seahawks parade, staff anticipated unusually high demand and prepared an additional route to support access to downtown. The route originated at the McWilliams Park & Ride on Bremerton's east side, continued to the East Bremerton Park & Ride and transit center, and then proceeded into downtown. This approach was intended to give attendees the option to park at remote lots and use transit to reach the event area during peak demand periods.

0:44:59, Executive Director Clauson Kitsap updated the Board on a legislative effort regarding free transportation for community college and technical school students, noting that while the bill died, a proviso was included in the House Transportation Budget to provide funding for a pilot program, with Kitsap Transit receiving \$200,000-\$250,000.

0:47:11, Board discussion included collecting data and discussing a potential student transit pass program, similar to the UPass system, which would allow Olympic College students to access local bus and ferry services at no additional cost, with funding details to be determined after the current state demonstration project ends.

## **8. STAFF RECOGNITION / PROGRESS REPORTS**

### **a. Recognize Drivers of the Month for January 2026 (10:45 AM)**

0:14:45, Jeff Vinecourt, ACCESS Manager, recognized the ACCESS Driver of the Month for January 2026, Alex Van Ausdall.

0:16:29, Jeff Vinecourt, ACCESS Manager, recognized the Routed Driver of the Month for January 2026, Jeff Cushnyr.

0:19:14, Jeff Vinecourt, ACCESS Manager, recognized the Worker/Driver of the Month for January 2026, Rachele Westcott.

### **b. 4<sup>th</sup> Quarter 2025 System Performance Reports**

0:52:43, Mayor Moriwaki acknowledged the increase in ridership reflected in the System

Performance Reports, noting it as a positive indication that more community members are utilizing transit services.

- c. 4<sup>th</sup> Quarter 2025 Financial Report Transit and Ferry
- d. Draft Financial Reports through January 2026
- e. Report from Kitsap Transit State Lobbyist February 2026
- f. Capital Work in Progress January 2026
- g. Fuel Costs Report through the end of February 2026

0:53:37, Commissioner Rolfes observed that fuel cost reports show the budgeted amount exceeding actual expenditures at the start of the year, providing some flexibility to absorb the recent price increase.

0:53:47, Executive Director Clauson confirmed that the fuel budget includes a cushion, noting that fuel stabilization funds are available if costs exceed the budgeted amount. He added that the agency may not need to draw from that account, but it is reassuring to have it in place. He further explained that the importance of fuel stabilization became clear several years ago when fuel prices rose sharply. Although higher fuel costs typically lead to increased ridership as more people turn to transit, the agency was unable to expand service at that time because its own fuel expenses increased simultaneously, resulting instead in service reductions. He stated that this experience underscored the need for a stabilization fund, ensuring that when fuel prices rise and community demand for transit grows, the agency is able to respond effectively.

## **9. PUBLIC COMMENTS**

0:55:09, Clerk of the Board Jackie Bidon read an email submitted by Hansville resident Larry Carbaugh. His comments addressed the limited availability of transit service in the Hansville area and included a request for expanded service beyond the current level.

0:56:19, Discussion addressed concerns regarding transportation access in the Hansville area. Executive Director Clauson noted that while limited service is available, it is primarily designed to serve ADA eligible passengers, and is over and above what is required under the ADA law, which is three quarters of a mile on either side of a fixed route. He added that commuter service is available as well.

## **10. FOR THE GOOD OF THE ORDER:**

0:57:56, Mayor Stern requested an update on the construction of the new facility in North Kitsap.

0:58:17, Executive Director Clauson provided updates on the North Kitsap Transit Center and Maintenance Facility construction project, noting that design documents are complete and ready for bidding, pending FDA funding approval.

**11. ADJOURN:** At 11:33 AM, Chairperson Walters adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 5<sup>th</sup> day of May, 2026.

Attest:

\_\_\_\_\_  
Katherine T. Walters, Chairperson

\_\_\_\_\_  
Jackie Bidon, Clerk of the Board

DRAFT

# **PUBLIC COMMENTS**

**Received by the Clerk of the Board**

**Presented at the Kitsap Transit Board of  
Commissioners Meeting March 3, 2026**

## John Clauson

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**From:** Christine Rolfes <CRolfes@kitsap.gov>  
**Sent:** Monday, March 2, 2026 5:43 PM  
**To:** John Clauson  
**Cc:** Charlotte Sampson  
**Subject:** [EXTERNAL] Fw: Transportation

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

John - another request from Hansville. Could someone send Mr. Carbaugh the information about Access, and could his email be included as public comment? He approved that in a separate exchange.

---

**From:** Larry Carbaugh [REDACTED]  
**Sent:** Monday, March 2, 2026 2:05 PM  
**To:** Christine Rolfes <CRolfes@kitsap.gov>  
**Subject:** Transportation

I recently found out my health is failing, and I may need transportation to and from a kidney center 3 times a week.

I drove Kitsap Transit buses for 27 years and picked up many Hansville residents during that time. To my dismay Kitsap Transit does not service the Hansville area, yet we all pay taxes for the transit agency.

Not sure what we can do to get those folks transportation when needed.

Access to Hansville is available on a limited basis on Tuesdays and Thursdays during limited hours.

I pray you can help restore service for those of us in need.

--

Larry Carbaugh - [REDACTED]  
Hansville, WA 98340

# KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF March 17, 2026

## **Board of Commissioners Present:**

Driskell, Robert, Teamsters Local No. 589, *non-voting member*  
Mockler, Anna, Councilmember, City of Bremerton, *Virtual*  
Moriwaki, Clarence, Mayor, City of Bainbridge Island, **Vice Chair**, *Virtual*  
Putansuu, Robert, Mayor, City of Port Orchard  
Rolfes, Christine, Kitsap County Commissioner  
Root, Oran, Kitsap County Commissioner  
Rosapepe, Jay, Councilmember, City of Port Orchard  
Stern, Ed, Mayor, City of Poulsbo, *Absent*  
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; Nick Zylstra, Marine Services Director

**Also Present:** David Weibel, Legal Counsel; Jen Covino, Federal Lobbyist; Dylan Doty, State Lobbyist

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<https://kitsaptransit.zoom.us/rec/share/3Ip8l0WUel46THWS7ozGoyNrVoJoY-TnFh5NE7B4Hlo70dpMKCzndjA47uoeipy.SczwnW66vb1-7lfK> Passcode: w@+i@0Gz

**1. CALL TO ORDER:** Chairperson Walters called the meeting of the Kitsap Transit Board of Commissioners to order at 8:31 AM.

## **2. AGENDA REVIEW**

Upon review by the Board, the agenda remained unchanged.

## **3. CHAIRPERSON'S COMMENTS**

0:00:39, Commissioner Walters reminded those in attendance that March 18, 2026, is Transit Driver Appreciation Day and to take the opportunity to thank the drivers.

## **4. FULL DISCUSSION / ACTION ITEMS**

a. Introduce Federal Lobbyist – Jen Covino

0:01:06, Executive Director Clauson introduced Kitsap Transit's federal lobbyist, Jen Covino of Covino, Smith, and Simon.

0:02:04, Ms. Covino, president of Covino, Smith & Simon (formerly Simon & Company Incorporated) provided a brief overview of her background and her firm's experience representing local governments. She also highlighted recent work performed on behalf of Kitsap Transit, including efforts to secure federal funding for the agency's FY2027 projects and engagement related to the upcoming surface transportation reauthorization bill.

**Discussion:**

0:05:37, Executive Director Clauson noted that Covino, Smith & Simon also represents both the Washington State Transit Association (WSTA) and Pierce Transit. He added that he has observed her strong organizational skills and effective advocacy work.

0:08:46, Commissioner Rolfes inquired about the earmark they had asked Ms. Covino to help with.

0:08:48, Executive Director Clauson noted that Congressional discretionary funding earmarks are currently available. He reported that Kitsap Transit has submitted a request for funding to support major maintenance and replacement work needed on the Port Orchard Ferry dock.

b. KPFF Presentation – Intra-County Ferry Services Study

0:10:47, Service and Capital Director Steffani Lillie reported that staff have been working over the past several months on the intra-county study. She noted that several working groups were convened to review and discuss the various route options. The report presented today reflects the team's assessment of what is operationally feasible, along with preliminary cost and infrastructure considerations. She introduced Kelly Lesoing of KPFF, who proceeded with a presentation of the study findings.

0:11:21, Kelly Lesoing presented findings of the Intra-County Ferry Services Study that evaluated the feasibility of a new passenger-only ferry service within Kitsap County, focusing on two potential routes: Bremerton to Bainbridge Island and Bremerton to Silverdale. The study concluded that the Bremerton to Bainbridge Island route generated the highest projected demand, with an estimated 670 riders per day, while the Bremerton to Silverdale route was modeled at approximately 390 riders per day. She noted that key implementation challenges include the need for substantial Capital investments estimated to be between \$40 million and \$82 million depending on vessel type and Kitsap Transit's current fleet limitations, which prevent operating these routes as a pilot service. Recommended next steps include developing a high-level Capital and Operating funding plan, followed by preparation of a detailed business and implementation plan.

## **Discussion:**

0:24:56, Mayor Wheeler noted that Kitsap Transit's long-range plan includes bus rapid transit (BRT). He explained that as the City of Bremerton continues to develop its infrastructure plans, it is becoming increasingly difficult to envision removing an existing traffic lane or constructing a new one to dedicate solely to BRT service, particularly as population growth increases roadway demand. He stated that while such a project is not impossible, there is currently no clear path for how it would be implemented. He observed that the fast ferry system offers an opportunity to provide direct, point-to-point service without the need for new or reallocated roadway capacity, which would otherwise be cost prohibitive or operationally challenging. He then asked whether the next phase of the study, or the feasibility analysis completed to date, accounts for fast ferries serving as a viable alternative to BRT within the broader transportation network.

0:26:30, Executive Director Clauson explained that bus rapid transit (BRT) is a long-term service concept and remains far into Kitsap Transit's future. He noted that to qualify as BRT, service must operate at 15-minute frequencies, which Kitsap Transit does not currently meet and existing demand does not support. He added that the BRT corridors identified in the agency's long-range plan, primarily along SR 303, Wheaton Way, and extending into Silverdale, were included as part of the Vision 305 planning effort. Executive Director Clauson stated that new passenger-only ferry service could reduce future demand for BRT along both corridors. He noted that the Bremerton to Bainbridge Island route would likely divert a meaningful share of current and future trips destined for Bremerton. While this would not address travel demand to Poulsbo, Kingston, or Silverdale, he emphasized that it would still have a notable impact on overall corridor demand.

0:29:10, Mayor Moriwaki commented on the cost estimates presented for the potential routes, noting that the Capital requirements particularly for the Bainbridge Island option were strikingly high. He observed that vessel costs alone are estimated at approximately \$25 to \$28 million, with additional substantial Capital expenses required for terminal facilities. He expressed concern about whether such an investment is feasible given ongoing pressures to expand bus service on Bainbridge Island and questioned what alternative transit improvements could be achieved with comparable funding.

Mayor Moriwaki also raised concerns about the physical feasibility of locating an additional ferry facility on Bainbridge Island that would allow for convenient transfers. He stated that, based on the initial assessment, the site constraints make the concept difficult to envision. Regarding the potential route between Liberty Bay and Bremerton, he noted that the waterway is significantly narrower than Rich Passage and is lined with waterfront homes. He questioned whether a passenger-only ferry could operate at competitive speeds without creating wake impacts and whether travel times would be slow enough to undermine the service's viability compared to bus travel. He added that if technology existed to operate at low wake in such a narrow corridor, it would presumably already be in use in Rich Passage. He concluded by stating that, while he supports completing the study, his initial impression is that the Bainbridge Island route may not be feasible. He requested clarification from the consultant regarding a reference to a "250%

higher" figure mentioned during the presentation and asked what that percentage was comparing specifically, whether it referred to ferry costs relative to bus service.

0:32:01, Kelly Lesoing shared that the figure referred to the cost per rider compared to the actual cost per rider experienced on other Kitsap ferry routes. The figure is driven by the lower estimated demands.

0:32:47, Mayor Moriwaki stated that Kitsap Transit is already challenged to enhance existing bus service, making it difficult to consider additional major capital projects of this scale. He emphasized the importance of continuing to improve and ensure the reliability of the current fast ferry service before pursuing new routes. He noted that the cost estimates presented were sobering and, at this stage, he views the concept as a likely non-starter. While he supports completing the study, he expressed significant reservations about the feasibility of moving forward.

0:33:17, Executive Director Clauson emphasized that Kitsap Transit is not currently able to support additional passenger-only ferry service. He explained that all existing vessels are fully committed to current routes, and the agency does not have surplus staffing capacity to operate additional boats. He further noted that Kitsap Transit is not financially positioned to absorb the operating costs of new service without securing additional revenue. He stated that he wanted to ensure the Board clearly understood the agency's present operational and financial constraints should any future decisions be considered.

0:34:18, Mayor Putaansuu expressed support for continuing the study, noting that it took more than a decade to launch the original fast ferry service and that it is valuable to have this information for long-term planning. He stated that, looking ahead a decade or more, the study provides a useful picture of what future service could look like. He emphasized, however, that if Kitsap Transit is to pursue any near-term improvements, the focus should be on enhancing existing fast ferry service. He shared that when attending PSRC meetings, he often rides one of the state-funded sailings and observes that the vessel is nearly full, demonstrating strong demand. He noted that these additional sailings will end in August and anticipates that the community will be disappointed when they are discontinued. Mayor Putaansuu concluded that, if the agency is to invest in service improvements, priority should be given to increasing frequency and expanding availability on the routes Kitsap Transit already operates.

0:35:36, Councilmember Rosapepe stated that the study was not a wasted effort and emphasized the importance of continually evaluating future transportation needs. He noted that the projected ridership figures were particularly striking and, while based on current conditions, they should also be considered in the context of future growth. He shared that he and Executive Director Clauson recently spoke at an event attended by individuals interested in public service, and many of the questions he received focused on ferry service and its impact on Port Orchard and Bremerton. He explained that while Port Orchard has limited interaction with the state ferry system, its connection with Kitsap Transit and surrounding communities is significant. Councilmember Rosapepe said that the study serves as a valuable first step and should not be dismissed. He recommended

identifying an appropriate timeframe such as one or two years to revisit and update the analysis. He concluded by noting that Kitsap County is a growing region, and continued review of long-term transportation options is both necessary and beneficial.

0:37:28, Executive Director Clauson clarified that although it was noted earlier that it took a decade to launch the fast ferry program, much of that time was spent studying wake impacts in Rich Passage rather than building the service itself. He stated that, in his view, community support for the program did not materialize until Kitsap Transit demonstrated that fast ferries could operate at speed without causing shoreline damage. He also emphasized the significant environmental and permitting work that would be required before any new passenger-only ferry service could begin. For example, constructing an additional dock adjacent to the Washington State Ferries terminal on Bainbridge Island would likely require the full two-to-three-year permitting timeline referenced in the presentation. He noted that preliminary discussions with Washington State Ferries indicate they are open to the concept, but as with the Southworth project the responsibility for advancing the permitting and construction process would rest with Kitsap Transit.

Executive Director Clauson reminded the Board that the agency's current passenger-only ferry funding structure does not provide capacity to support new service or to replace the state-funded sailings that will soon expire. He noted that Kitsap Transit will soon need to address Capital replacement needs for its existing ferry fleet, which will place additional pressure on available resources. He concluded by reiterating that, under current law, Kitsap Transit may seek voter approval to increase its sales tax authority up to four-tenths of one percent; the agency is currently at three-tenths. Any additional funding beyond that would require legislative action. He stated that he wanted to ensure the Board had full context regarding both current constraints and future considerations.

0:42:32, Commissioner Rolfes stated that, in addition to transportation, infrastructure, workforce, and housing challenges, the region also faces significant financial constraints. She emphasized that it is important for the Board to consider long-term possibilities, and to view the study as a useful tool for prompting discussion about how to sustain the existing system, making incremental improvements to meet current and near-term needs, rather than pursuing new major projects. Commissioner Rolfes then asked when the study would be completed so the Board could have a final discussion on how to proceed.

0:42:41, Executive Director Clauson shared that this phase is completed and for Kitsap Transit to go beyond this would require allocating additional resources to support it.

0:43:53, Commissioner Walters asked if the allocation from the legislature includes Phase 2?

0:44:05, Executive Director Clauson shared that the funding was for this model study.

0:44:20, Commissioner Walters stated that she remains supportive of exploring future ferry service, acknowledging that any expansion would require a substantial long-term investment. She noted that Kitsap County is currently developing the Silverdale Regional Center Plan and working to

meet Growth Management Act requirements to increase density in Central Kitsap. A potential Silverdale to Bremerton ferry connection has been a significant component of that planning effort, particularly as the County considers how to attract new residents, support workforce housing, and improve mobility between the region's two largest employers, the hospital and the shipyard. She emphasized that transit-oriented development around both ferry and bus service is central to the County's long-range strategy. Commissioner Walters also highlighted the importance of shuttle service, noting that parking constraints in Silverdale were evident during the recent pop-up ferry pilot. She reported that the shuttle between the mall and the temporary ferry landing was well-received and demonstrated strong public interest.

Commissioner Walters added that she recently participated in a panel at the Mosquito Fleet Festival, where there was considerable enthusiasm for restoring historic water-based transportation. She observed that Kitsap County has a strong "ferry culture," and many residents who may not choose to ride a bus are willing to ride a ferry, an interest reflected in the success of the pop-up ferry program. She stated that as the County plans for the next 20 years, she appreciates having this study inform the broader conversation, while recognizing that any future system expansion would ultimately require voter approval and likely significant federal investment. She concluded by asking for clarification on the projected travel time between Silverdale and Bremerton, noting that current travel on the Carlisle ranges from 30 to 45 minutes depending on tides and wake conditions.

0:47:17, Kelly Lesoing reported that the projected travel time between Silverdale and Bremerton is approximately 19 minutes. She stated that this estimate assumes the use of a low-wake, hydrofoil-equipped vessel capable of operating at 24 knots. Through discussions with maritime experts, 24 knots was identified as the maximum safe operating speed given the vessel traffic, bridge clearances, and narrow conditions along the route.

A copy of the presentation will be sent to Board members.

0:49:34, Executive Director Clauson noted that, while bus rapid transit remains a long-term concept, there are interim opportunities to improve service quality. One such strategy is traffic signal preemption, which Kitsap Transit already employs in some locations. He explained that providing buses with priority at traffic signals wherever feasible can give transit riders a meaningful advantage over private vehicles. He added that these types of incremental improvements help make bus service more attractive and can serve as important steps toward higher-capacity transit in the future.

c. Discussion – 2026 Session Update Kitsap Transit State Lobbyist

0:52:38, Kitsap Transit Lobbyist Dylan Doty provided a summary of the recent legislative session, highlighting key outcomes and potential impacts on Kitsap Transit. The session concluded with the passage of an income tax bill on earnings over \$1 million, which may affect sales tax revenue for cities, counties, and transit agencies starting in 2029. A pilot program with Olympic College to provide transit passes was approved, with \$200,000 allocated, including \$15,000-20,000 for

administrative expenses at the college. House Bill 1923, which aims to expand passenger-only ferry district authority, passed the House but faced opposition in the Senate Transportation Committee, with amendments proposing requirements that could impact Kitsap Transit's operations, including a build-in-Washington requirement, prohibition on new state funding for passenger-only-ferry (POF) starting in 2028, and a requirement for zero-emission vessels.

**Discussion:**

0:56:45, Commissioner Rolfes asked if Kitsap Transit has a plan for the Olympic College program.

0:56:47, Executive Director Clauson shared that Kitsap Transit is working on a plan with the interim college president.

d. Discussion – Transit Representative on Puget Sound Regional Council (PSRC)

1:14:46, Executive Director Clauson reviewed the status of PSRC's Transportation Policy Board representation, with Mayor Putaansuu and Councilmember Mockler agreeing to continue in their current roles.

**Discussion:**

None.

e. Discussion – Safe Parking

1:17:04, Executive Director Clauson reported that Kitsap Transit continues to work on the safe parking issue, though little has changed regarding the permissions required to use agency park-and-ride lots. He explained that approval is needed from the Federal Transit Administration for federally funded lots, from the State for state-funded lots, and from private property owners, often churches, when lots are cooperatively managed. He shared that he recently met with the Bremerton Police Department Captain and a company experienced in administering safe parking programs. The company described the varying levels of homelessness, noting that the population most likely to use safe parking programs often consists of "working homeless" individuals who are employed but temporarily without stable housing and living in their vehicles. He emphasized that implementing such a program would require extensive screening, oversight, and clear operational standards, such as requiring vehicles to leave the lot during daytime hours. Executive Director Clauson noted that homelessness is not an issue confined to a single jurisdiction. While the City of Bremerton initiated the recent discussion, he stated that the challenge is countywide, even statewide, and would benefit from a coordinated regional approach. He suggested bringing the issue to the Kitsap Regional Coordinating Council (KRCC) for broader consideration, including consistent rules and shared responsibilities across jurisdictions. He added that the company he met with is preparing, at no cost to Kitsap Transit, a list of considerations and best practices for administering a safe parking program. He reiterated that while staff continue to explore what may be possible within Kitsap Transit's own lots, obtaining the necessary permissions will be

challenging. He concluded by providing this update to assure the Board that the issue is still being actively evaluated, though from a broader perspective than originally anticipated.

1:21:34, Commissioner Walters noted that the topic of homelessness is scheduled for discussion at the upcoming KRCC Executive Committee meeting; she will add the topic of safe parking programs to that conversation.

1:21:53, Councilmember Mockler shared that she has a contact in Pierce County at Safe Park and is willing to share that information for the KRCC meeting.

## **5. EXECUTIVE DIRECTOR ITEMS**

1:22:53, Executive Director Clauson reported that staff are preparing for the Board retreat in July. Topics identified for discussion include:

- Review and potential revision of the agency's mission and vision statements
- Goal-setting processes and alignment with long-term objectives
- Strategic planning efforts
- Service and service expansion considerations
- Capital needs, match funding requirements, and related financial planning
- Reaffirmation of the agency's historical practice of using grant funding for capital projects rather than service expansion

Board members were invited to suggest additional topics for inclusion on the retreat agenda.

Executive Director Clauson shared that the Board previously authorized the purchase of all-wheel-drive vans for the Vanpool program. The original resolution assumed the vehicles would be subject to sales tax. Staff have since confirmed that rideshare vehicles are exempt from sales tax, resulting in cost savings sufficient to purchase one or two additional vans.

Board members agreed to the purchase of additional vehicles for the Vanpool program.

Executive Director Clauson reported challenges in recruiting for the half-time safety and security position created when the marine safety role was expanded to full-time. Two strong candidates have applied but are only interested in full-time employment.

Board members agreed to expand the position to full-time.

Executive Director Clauson provided an update on potential IRS tax credits related to the agency's electric buses. An attorney has advised that the agency may be eligible to claim credits on the full cost of the vehicles, not only the local match portion. The attorney is willing to pursue the claim on a contingency basis, receiving payment only if the agency successfully recovers the credit. The estimated credit is approximately \$800,000, with a 15% contingency fee (approximately \$132,000). He requested Board approval to proceed with the contingency arrangement, pending legal review.

Board members agreed to proceed with the attorney to potentially recover tax credits.

Executive Director Clauson noted that the agency's federal lobbyist, Jen, provides weekly reports on federal activity, including items beyond transportation. Staff recently forwarded a report to the Board and asked whether members would like to receive these updates regularly.

The Board indicated support for receiving the reports, and staff will begin forwarding them on a weekly basis.

Executive Director Clauson shared a recent comment posted on the Port Orchard Community page. He noted that the comment serves as a strong example of how staff are effectively navigating and responding to the challenges of today's world. He read,

"I am writing to express my sincere gratitude for the incredible support and protection I received from your staff today during a very distressing incident. While at the Port Orchard Ferry Dock, I was repeatedly harassed and followed by an individual. I want to specifically commend the following people for their immediate intervention and care. Justin, bus driver, for stepping in when I called for help and instructed the individual to move away. Joe, security officer in Port Orchard, for confronting the individual and, with the captain's permission, riding the ferry with me to ensure I arrive safely. the security team in Bremerton for meeting the ferry and escorting me safely to my bus. my friend, ferry worker, for providing emotional support and comfort while I was having a panic attack during the crossing. I've never experienced being followed before, and the quick action of your team made me feel safe during a terrifying situation. Please ensure that these individuals are recognized for the professionalism and kindness Thank you again for looking out for your passengers." Shawna Brinkley.

## 6. PUBLIC COMMENTS

None.

## 7. FOR THE GOOD OF THE ORDER:

None at this time.

**8. ADJOURN:** At 10:02 AM, Chairperson Walters adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 5<sup>th</sup> day of May, 2026.

Attest:

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Katherine T. Walters, Chairperson

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Jackie Bidon, Clerk of the Board

## KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF April 07, 2026

### **Board of Commissioners Present:**

Driskell, Robert, Teamsters Local No. 589, *non-voting member*  
Moriwaki, Clarence, Mayor, City of Bainbridge Island, **Vice Chair**  
Putansuu, Robert, Mayor, City of Port Orchard  
Rebelowski, Jane, Councilmember, City of Bremerton  
Rolfes, Christine, Kitsap County Commissioner  
Root, Oran, Kitsap County Commissioner  
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 Shinnors, Finance Director

**Also Present:** 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/aSnE1UOQQXAHpoEvuByGagpdHUSCcA6UzPTzRIsqtS9bB8IO9S3w4nesQ900rsEs.2txvSHXTZnHQwPw5?startTime=1775582631000>

Passcode: .^qVF?A1

**1. CALL TO ORDER:** Chairperson Walters called the meeting of the Kitsap Transit Board of Commissioners to order at 10:30 AM. Chairperson Walters welcomed new Board member Jane Rebelowski, who will represent Bremerton.

### **2. AGENDA REVIEW**

Upon review by the Board, the agenda remained unchanged.

### **3. CHAIRPERSON'S COMMENTS**

Commissioner Walters recognized the efforts of those involved in Driver Appreciation Day, which took place after the March 18 meeting. Members visited various locations, including the Silverdale Transit Center, to thank drivers and distribute donuts.

#### **4. PRESENTATION** – Executive Director PSNS, Jennifer Herbig

0:1:44, Executive Director of PSNS & IMF Jennifer Herbig attended the meeting to present a token of appreciation on behalf of the Shipyard and Intermediate Maintenance Facility employees. She thanked Kitsap Transit for its strong support during the federal government shutdown in October and November 2025.

Executive Director Herbig read a statement from the Shipyard Commander, Captain J.D. Krinklaw:

“On behalf of the entire workforce at PSNS and IMF, I am writing to express our sincere gratitude for Kitsap Transit's invaluable support during the Fall 2025 government shutdown. Your decision to provide free transit for all shipyard workers had a significant and positive impact on the morale of our team. This generous gesture not only relieved a considerable financial burden but also reduced the stress and uncertainty that many of our employees were facing during that challenging time and reiterated the support of our community for what we do. The availability of reliable, free transportation ensured that our dedicated workforce could continue to report for duty every day. This was instrumental in allowing us to proceed with our critical mission of maintaining the U.S. Navy fleet and upholding our nation's defense. We are incredibly fortunate to have a community partner as thoughtful and supportive as Kitsap Transit. Please extend our heartfelt thanks to your entire team for their outstanding service and commitment to our community. Sincerely, J.D. Krinklaw, Captain, U.S. Navy Commander.”

Executive Director Herbig also presented a token of recognition, a United States flag that was flown over the shipyard along with a Certificate of Authenticity, addressed to Mr. John Clauson, Executive Director of Kitsap Transit. “This flag honors your dedicated partnership and unwavering commitment to our workforce. By providing essential transit services to shipyard personnel during the government shutdown, you ensure the continued readiness of the fleet and demonstrated the true spirit of community and service.”

0:5:17, Executive Director Clauson noted that Kitsap Transit’s partnership with the Puget Sound Naval Shipyard has spanned more than 40 years. He thanked the Board for supporting the request to provide free rides for shipyard employees, emphasizing the strength of the long-standing collaboration.

#### **5. COMMUNITY ADVISORY COMMITTEE REPORT**

1:56:46, Executive Director Clauson briefed the Board on the CAC meeting of March 26 which covered several topics including community feedback, route capacity issues, and board composition discussions. Community members raised concerns about passenger capacity on the Southworth bus route, leading to discussions about potentially adding a larger coach or second coach, and exploring demand response options as an alternative. The CAC is considering adopting

their first-ever resolution regarding adding two non-elected members to the Board and will address Chairperson and Vice Chair positions at their next meeting.

0:09:33, The Board requested an update on the Board Composition Committee, including clarification on when the committee's work is expected to begin.

0:09:47, Executive Director Clauson reported that staff anticipates a July timeline and is currently finalizing planning efforts.

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

- a. Warrants for February 2026
  - o Warrant numbers transit fund 175940 to 176264 of \$2,926,748
  - o Warrant numbers ferry fund 610036 to 610124 of \$1,691,462
  - o Payroll Account disbursements of \$3,801,731
  - o ACH clearing account payments of \$59,289
  - o Travel Account Disbursements of \$10,146
  - o Purchasing Card Disbursements of \$80,474
- b. Minutes of February 17, 2026

0:10:33, **Mayor Putaansuu moved and Mayor Moriwaki seconded the motion to approve the Consent Agenda.**

### **Discussion:**

None.

**Motion passed unanimously.**

## **7. FULL DISCUSSION / ACTION ITEMS**

- a. Resolution No. 26-22, Approve Change Order 1, KPFF Consulting Engineers Seattle Terminal Environmental Study

0:11:07, Executive Director Clauson explained that the resolution authorizes a scope expansion and Change Order 1 with KPFF, the consultant performing environmental review and preliminary engineering for the permanent Seattle ferry terminal project. The original plan assumed Washington State Ferries (WSF) would remove Pier 48; however, the legislature has not funded this work, preventing WSF from committing to the demolition. This change in project conditions led the Federal Transit Administration to place the process on hold. The change order, approximately \$550,000, will allow KPFF to complete the necessary environmental work related to Pier 48's removal. The work will be structured so it can be transferred to WSF should future legislative funding be approved. Clauson emphasized that taking this step is essential to avoid significant delays or the potential need to restart the project and noted that Kitsap Transit will continue advocating for WSF funding in the next legislative session.

**Mayor Putaansuu moved and Mayor Stern seconded the motion to adopt Resolution No. 26-22, authorizing staff to approve contract Change Order 1 in the amount of five hundred five thousand four dollars (\$505,004), contingent on the Executive Director obtaining a letter of support from Washington State Ferries supporting Kitsap Transit's environmental work for Pier 48. This increases the contract total to five million six hundred fifty-two thousand five hundred sixty-two dollars (\$5,652,562) and reauthorizes the Executive Director's authority in accordance with Kitsap Transit's Procurement Policy.**

**Discussion:**

0:15:22, Board discussion included Kitsap Transit's expenditure and the potential of the legislature giving Kitsap Transit relief for the demolition of the pier at a later date, documentation from WSF supporting and agreeing to this path, Kitsap Transit's investment, amending the motion to include assurances from WSF, timeline for the project, FTA and NEPA processes.

0:26:05, As the original motion maker, Mayor Putaansuu offered an amendment that requires the Executive Director to obtain a letter of support from Washington State Ferries (WSF) before moving forward with Change Order 1. The second on the motion (Mayor Stern) concurred with the amendment

0:27:25, Commissioner Walters stated that **Resolution No. 26-22 was moved by Mayor Putaansuu and seconded by Mayor Stern to adopt Resolution No. 26-22, authorizing staff to approve Contract Change Order 1, amended per documented letter of support from the Washington State Ferries.**

**Motion passed unanimously.**

Executive Director Clauson will notify the Board upon receipt of the letter of support from Washington State Ferries.

- b. Resolution No. 26-23, Award Contract KT 25-012 to Perteet - Ruby Creek

0:33:58, Executive Director Clauson stated that the contract marks an important milestone in advancing the Ruby Creek Park & Ride and Transit Center project in Port Orchard. The agreement authorizes hiring Perteet as the construction management firm. He noted that staff is nearing readiness to request authorization to go out to bid for construction, and this contract represents the first step toward moving the project into production.

**Mayor Putaansuu moved and Councilmember Rosapepe seconded the motion to adopt Resolution No. 26-23, authorizing staff to award Contract KT 25-012 to Perteet for Construction Management Services for the Ruby Creek Park and Ride Project in the amount of one million eight hundred one thousand fifty-six dollars (\$1,801,056).**

**Discussion:**

None.

**Motion passed unanimously.**

- c. Resolution No. 26-24, Approve Safety Trainer Hours Increase to Full Time

0:36:47, Executive Director Clauson explained that the resolution requests approval to convert the Safety and Security Trainer position in the HR Department from half-time to full-time. Following the Board's approval of the 2026 Budget, the employee who previously split time between Marine Services and HR accepted the newly created full-time Marine Services position, leaving a half-time vacancy in HR. Recruitment efforts identified qualified candidates, all seeking full-time employment, and increasing federal expectations around safety and security further support the need for expanded capacity. The additional cost for the remainder of the year is estimated at \$33,000, which can be absorbed within the existing operating budget. The resolution also authorizes corresponding updates to the organizational chart.

**Councilmember Rosapepe moved and Commissioner Root seconded the motion to adopt Resolution No. 26-24, authorizing staff to increase the part-time Safety & Security position to full-time and to update the Kitsap Transit Organizational Chart accordingly.**

**Discussion:**

None.

**Motion passed unanimously.**

- d. Resolution No. 26-25, Delegate Appointing WSTIP Board Member

0:40:18, Executive Director Clauson explained that the resolution requests authorization to delegate appointing authority for Kitsap Transit's representation on the Washington State Transit Insurance Pool (WSTIP) Board to the Executive Director. He noted recent concerns raised among transit agency directors regarding WSTIP activities and stated that many peer agencies have already delegated this authority to their executive leadership. Kitsap Transit has historically brought these appointments to the Board for action, making this request a procedural alignment with statewide practice. Delegating this authority will allow the Executive Director to make appointments or changes as needed.

**Commissioner Rolfes moved and Commissioner Root seconded the motion to adopt Resolution No. 26-25, delegating to Kitsap Transit's Executive Director future authority of appointing its primary and alternate Board member representatives to the WSTIP Board of Directors.**

**Discussion:**

None.

**Motion passed unanimously.**

- e. Resolution No. 26-26, Approve 2<sup>nd</sup> Quarter 2026 Procurement

0:43:50, Executive Director Clauson reported that Kitsap Transit has shifted to a quarterly process for seeking authorization to go out to bid. For the second quarter of 2026, staff requested approval to issue bids for a new Kingston ferry boat, the West Bremerton Transit Center design, and the scheduled two-year dry-docking project for the Enetai. He noted that any bid awards requiring Board approval will be brought back after evaluation.

**Councilmember Rosapepe moved and Mayor Moriwaki seconded the motion to adopt Resolution No. 26-26, authorizing staff to advertise and seek bids for projects and procurements during the second quarter of 2026.**

**Discussion:**

None.

**Motion passed unanimously.**

**8. EXECUTIVE DIRECTOR ITEMS**

0:46:23, Executive Director Clauson briefed the Board on last week's early release of Puget Sound Naval Shipyard employees. He noted that PSNS implemented a phased departure plan to minimize community impacts and that Kitsap Transit coordinated closely with shipyard leadership throughout the event. Kitsap Transit activated the Annapolis ferry early, prepared a fast ferry for potential Seattle-bound passengers, and deployed Worker/Drivers as needed. The agency also activated its Emergency Operations Center to monitor conditions and document lessons learned. Clauson reported that operations went smoothly, impacts to the community were minimal, and the debrief identified areas for future improvement.

0:49:20, Executive Director Clauson reported that Kitsap Transit is actively working with Washington State Ferries (WSF) and the Attorney General's Office to clarify ownership and property interests associated with the Bremerton Transportation Center and ferry terminal. The project, which involved multiple partners and significant federal and state funding, has lacked a definitive delineation of ownership responsibilities. Staff are coordinating with the Federal Transit Administration to ensure compliance with federal requirements for any property transfers. Clauson noted that, after more than 20 years of intermittent progress, recent staffing changes at WSF have renewed momentum, and he is optimistic that the matter will be resolved soon.

0:51:06, Executive Director Clauson informed the Board that Kitsap Transit received notice from the Federal Transit Administration that federal funding for the planned all-electric passenger-only ferry between Port Orchard and Bremerton, totaling more than \$7 million, will be withdrawn unless the vessel's propulsion system is changed from all-electric to hybrid or diesel. A decision must be communicated to FTA by Friday. Staff has consulted with the state regarding whether state funding can support a hybrid vessel, and while formal approval is pending, initial feedback has been positive. Clauson recommended proceeding with a hybrid propulsion system, consistent with existing fleet experience. This change will require design modifications by Glosten, the vessel designer, and a future change order will be brought to the Board. He emphasized the importance of preserving project funding and ensuring the vessel can move forward to construction.

0:54:19, Commissioner Rolfes requested a cost analysis before a final decision is made to shift the vessel design from all-electric to hybrid. She asked for follow-up information outlining the pros and cons of the change, the additional design and contract costs, and the potential risk that federal funding could still be withdrawn even after modifying the propulsion system.

0:55:07, Executive Director Clauson responded that staff would attempt to provide the requested cost information; however, the agency must notify FTA of its propulsion decision by Friday, leaving limited time for analysis. He noted that the Open Public Meetings Act prevents seeking Board consensus outside a public meeting. Clauson stated that hybrid propulsion would avoid the need for costly charging infrastructure and aligns with Kitsap Transit's experience operating the *Waterman*. He added that design-modification cost estimates from Glosten may not be available before the deadline. He emphasized concern that delaying the decision could jeopardize more than \$7 million in federal funding.

0:58:19, Mayor Moriwaki expressed disappointment that the Board may need to shift from an all-electric vessel to a hybrid design, noting that Kitsap Transit has been a forward-thinking agency in adopting innovative technologies such as electric buses, inductive charging, and passenger-only ferries. He stated that the loss of the all-electric option is frustrating and feels it is driven by external forces beyond the agency's control. He acknowledged the difficult position staff is in given the short federal deadline and recognized the significant work already invested in the project.

1:00:16, Executive Director Clauson stated that he appreciated the opportunity to brief the full Board on the issue rather than addressing it solely with the Chair. He emphasized that the shift away from an all-electric vessel does not eliminate Kitsap Transit's broader pursuit of electric ferry technology. The agency continues to hold state funding and a completed design for a high-speed electric hydrofoil prototype and is evaluating charging infrastructure needs. He noted that Kitsap Transit is working with local firms and expects the prototype could be built in Washington, subject to a competitive bid process. Clauson added that, in the case of the Port Orchard to Bremerton vessel, hybrid propulsion appears to be the only viable option to retain federal funding, as state funding alone is insufficient to construct the vessel.

1:01:43, Councilmember Rosapepe noted that no formal Board action was being requested at this time and expressed support for the Executive Director's recommendation given the tight federal deadline. He acknowledged the Board's shared disappointment but stated that moving forward with a hybrid vessel is necessary to avoid future operational and funding challenges. He added that the agency could revisit all-electric options in the future as conditions evolve.

1:02:40, Mayor Putaansuu asked whether a hybrid vessel would be able to meet current Annapolis route sailing times or whether operational adjustments to the schedule would be required.

1:03:00, Executive Director Clauson stated that if the vessel purchased does not provide an improvement over the Waterman, schedules may need to be revised. Discussion on vessel size.

1:04:05, Commissioner Rolfes noted that this is a big change and suggested formalizing the Board's decision on record, indicating that prior decisions regarding this project were made by formal vote. She acknowledged that a resolution could not be prepared for action at this meeting but stressed the need to not have this perceived as an administrative decision.

**1:05:01, Motion made by Mayor Putaansuu and seconded by Commissioner Rolfes to support pivoting from an all-electric vessel to a hybrid electric vessel for the Port Orchard to Bremerton route, due to changes in federal funding opportunities.**

**Motion passed with seven (7) yays, one (1) nay (Rolfes).**

1:05:53, Commissioner Walters confirmed that Kitsap Transit still has plans for an electric boat and asked if this could be converted back to all-electric if the opportunity arises. Executive Director Clauson stated that staff could explore that.

1:06:40, Mayor Moriwaki requested Board acceptance of his change in vote from "yay" to "nay", emphasizing that his decision stemmed from his strong belief in the Board's previously established policy direction on propulsion systems and indicating he could not support the change.

1:07:19, Chairperson Walters accepted Mayor Moriwaki's change in vote.

**Motion passed with six (6) yays and two (2) nays (Rolfes, Moriwaki).**

1:07:34, Continuing with his report, Executive Director Clauson reported that, due to recent changes in the Transit Board's composition and Councilmember Mockler's departure, the alternate representative position for the PSRC Transportation Policy Board is now vacant. He noted that this role represents Kitsap Transit at PSRC and suggested that the Board consider updating the appointment at its next meeting, with the alternate position corresponding to Mayor Putaansuu seat.

## **9. STAFF RECOGNITION / PROGRESS REPORTS**

- a. Recognizing Drivers of the Month for February 2026 (10:45am)

0:28:16, Jeff Vinecourt, ACCESS Manager, recognized the ACCESS Driver of the Month for February 2026, Ed Turner.

0:30:30, Thomas Gilbert, Routed Manager, recognized the Routed Driver of the Month for February 2026, Serena Belisle.

0:32:17, Cyndi Griffey, Worker/Driver Manager recognized the Worker/Driver of the Month for February 2026, Jennifer Norton.

- b. Draft Financial Reports through February 2026
- c. Capital Work in Progress February 2026
- d. Fuel Costs Report through the end of March 2026

## 10. PUBLIC COMMENTS

1:11:58, Cory Rigtrup, Business Agent for ATU Local 587, stated that he has long viewed Kitsap Transit as a model employer, particularly for its positive performance system and supportive approach to developing employees. He noted that these practices had influenced labor agreements in other counties. Rigtrup expressed concern that, over the past several months, employees have perceived a shift in the agency's culture, as reflected in significantly increased attendance at union meetings. He asked Kitsap Transit to reflect on its values and reaffirm its commitment to a collaborative, employee-centered relationship.

## 11. FOR THE GOOD OF THE ORDER:

1:13:55, Commissioner Rolfes stated that she would like a written memo summarizing the advantages and disadvantages of moving to a hybrid vessel and the rationale behind leadership's recommendation. She asked that this information be distributed prior to the next meeting to ensure the Board fully understands the impact of the change.

**12. ADJOURN:** At 11:45 AM, Chairperson Walters adjourned the regular meeting.

**ADOPTED** by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 5<sup>th</sup> day of May, 2026.

Attest:

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Katherine T. Walters, Chairperson

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Jackie Bidon, Clerk of the Board



## Board of Commissioners Agenda Summary

Meeting Date: 05/05/2026

**AGENDA ITEM:** Resolution No. 26-27, Approve C/O-KT 23-870 Add'l Design Services

**SUBMITTED BY:** Steffani Lillie

**TITLE:** Director

**DEPARTMENT:** Service & Capital Development

**EXHIBITS/ATTACHMENTS:** Resolution No. 26-27

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### **BUDGETARY IMPACT** *(if applicable)*

**BUDGETED AMOUNT:** \$ 786,331.00

**EXPENDITURE REQUIRED:** \$ 1,996,564.00

**FUNDING SOURCE:** Capital

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**REVIEWED BY:** Executive Director

**REVIEWED DATE:** 04/27/2026

### **SUMMARY STATEMENT:**

This resolution approves Change Order No. 3 to Contract KT 23-870 with Perteet, Inc. in the amount of one million nine hundred ninety-six thousand five hundred sixty-four dollars (\$1,996,564) to advance the Kitsap Transit Training Facility into final design. The scope includes preparation of plans, specifications, and cost estimates (PS&E), permitting support, and bid-ready contract documents. Approximately nine hundred fifty-eight thousand three hundred fifty-one dollars (\$958,351) (48%) is anticipated to be expended in 2026 through bottom line budget adjustments and the remaining balance to be programmed in the 2027 Capital Budget. This project is advancing now due to a recent fifteen million dollar (\$15,000,000) FTA grant award for construction.

### **RECOMMENDED ACTION/MOTION:**

**MOTION:** Move to adopt Resolution No. 26-27, the Board of Commissioners hereby authorizes Kitsap Transit staff to award Change Order 3 to Perteet, Inc. for additional design services associated with the Kitsap Transit Training Facility project in the amount of one million nine hundred ninety-six thousand five hundred sixty-four dollars (\$1,996,564) and reauthorizes the Executive Director's authority.

## RESOLUTION NO. 26-27

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS APPROVING CHANGE ORDER NO. 3 TO CONTRACT KT 23-870 WITH PERTEET, INC., FOR ADDITIONAL DESIGN SERVICES FOR THE TRAINING FACILITY PROJECT

**WHEREAS**, at its regular meeting on February 6, 2024, the Board approved Resolution 24-10 authorizing staff to award a contract to Perteet, Inc. for the Training Facility Siting Study, which included evaluation of potential sites, development of programmatic needs, and initial design considerations; and

**WHEREAS**, the scope of work procured under RFQ KT 23-870 included a task, to include elements of preliminary design for a preferred location, with the understanding that Kitsap Transit would return to the Board for authorization of subsequent phases following negotiation of scope and fee; and

**WHEREAS**, at its regular meeting on January 21, 2025, the Board adopted Option 28 (Puget Sound Industrial Alpine Evergreen Co. Inc, property) as the locally Preferred Alternative for the training facility; and

**WHEREAS**, Kitsap Transit was awarded a competitive Federal Transit Administration (FTA) grant in the amount of fifteen million dollars (\$15,000,000) through the Fiscal Year 2026 Bus and Bus Facilities Program to support construction of the Kitsap Transit Training Facility; and

**WHEREAS**, staff now seeks to advance the project into final design and construction readiness; and

**WHEREAS**, Change Order 3 adds additional design services to Contract KT 23-870 to advance the project, including preparation of plans, specifications, and cost estimates (PS&E), permitting support, and bid-ready contract documents; and

**WHEREAS**, Task 912, which includes construction-phase design support services, is not included in this change order and will be negotiated at a later date, and staff will return to the Board for authorization prior to award of those services; and

**WHEREAS**, staff has completed a cost analysis and determined Perteet, Inc.'s proposal for Change Order 3 to be fair and reasonable; and

**WHEREAS**, the total cost of Change Order 3 is one million nine hundred ninety-six thousand five hundred sixty-four dollars (\$1,996,564), increasing the total contract amount to two million four hundred eighty-nine thousand one hundred dollars (\$2,489,100), and it's anticipated that approximately forty-eight percent (48%) or nine hundred fifty-eight thousand three hundred fifty-one dollars (\$958,351), will be expended in 2026; and

**WHEREAS**, funding for Change Order 3 will be accommodated through a reallocation of funds within the Capital Budget Transit Fund through bottom line budget adjustments for the anticipated expenditures in 2026, and any remaining funding needs will be incorporated into the 2027 Capital Budget and brought forward to the Board for approval.

**NOW THEREFORE, BE IT RESOLVED** the Board of Commissioners hereby authorizes Kitsap Transit staff to award Change Order 3 to Perteet, Inc. for additional design services associated with the Kitsap Transit Training Facility project in the amount of one million nine hundred ninety-six thousand five hundred sixty-four dollars (\$1,996,564) and reauthorizes the Executive Director's authority in accordance with the procurement policy.

**ADOPTED** by the Kitsap Transit Board of Commissioners at a regular meeting held on the 5<sup>th</sup> day of May, 2026.

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Katherine T. Walters, Chairperson

ATTEST:

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Jackie Bidon, Clerk of the Board

Resolution 26-27



## Board of Commissioners Agenda Summary

Meeting Date: 05/05/2026

**AGENDA ITEM:** Resolution No. 26-28, Acknowledging Approved C/O on KT 25-011

**SUBMITTED BY:** Nick Zylstra

**TITLE:** Director

**DEPARTMENT:** Marine Services

**EXHIBITS/ATTACHMENTS:** Resolution No. 26-28

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### **BUDGETARY IMPACT** *(if applicable)*

**BUDGETED AMOUNT:** \$ 390,682.00

**EXPENDITURE REQUIRED:** \$ 31,006.00

**FUNDING SOURCE:** Operating

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**REVIEWED BY:** Executive Director

**REVIEWED DATE:** 04/27/2026

### **SUMMARY STATEMENT:**

The Enetai is currently in dry dock per Contract KT 25-011, Enetai Hull Repairs, during inspection additional repairs were identified as necessary.

In accordance with Kitsap Transit's Procurement Policy, the Executive Director exercised delegated authority, approving Change Order 2, with concurrence of the Board Chair, in the amount of thirty-one thousand six dollars (\$31,006).

### **RECOMMENDED ACTION/MOTION:**

**MOTION:** Move to adopt Resolution No. 26-28, the Board of Commissioners hereby acknowledge the Executive Director's delegated authority, with concurrence of the Board Chair, to approve KT 25-011 Change Order 2, in the amount of thirty-one thousand six dollars (\$31,006), and resets the Executive Director's ten percent contract authority in accordance with Kitsap Transit's Procurement Policy.

## RESOLUTION NO. 26-28

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS ACKNOWLEDGING EXECUTIVE DIRECTOR'S DELEGATED AUTHORITY TO APPROVE KT 25-011 CHANGE ORDER 2.

**WHEREAS**, the M/V Enetai is currently in dry dock per Contract KT 25-011, Enetai Hull Repairs; and

**WHEREAS**, upon inspection, Nicholas Brothers Boat Builders (NBBB) determined that anodes need to be replaced as well as repairs to the thrust bearing, impeller shafts, and impeller housing; and

**WHEREAS**, the cost for these repairs is thirty-one thousand six dollars (\$31,006); and

**WHEREAS**, in accordance with Kitsap Transit's Board-approved procurement policy, the Executive Director has exercised his delegated authority, with consultation and concurrence of Kitsap Transit's Board Chair, to approve change orders for time-sensitive vessel repairs that would otherwise affect Marine Services operations or result in the duplication of repair costs if delayed for Board of Commissioners authorization; and

**WHEREAS**, in the absence of the delegated authority, Kitsap Transit could incur additional expenses and service disruptions to Marine Services operations; and

**WHEREAS**, the Board acknowledges the urgency of Change Order Two (2) in the amount of thirty-one thousand six dollars (\$31,006), authorized by the Executive Director, with concurrence of the Board Chair.

**NOW THEREFORE, BE IT RESOLVED** the Board of Commissioners hereby acknowledges the Executive Director's use of delegated authority, with concurrence of the Board Chair, to approve KT 25-011 Change Order Two (2), in the amount of thirty-one thousand six dollars (\$31,006); and reauthorizes the Executive Director's contract authority in accordance with Kitsap Transit's Procurement Policy.

**ADOPTED** by the Kitsap Transit Board of Commissioners at a regular meeting

held on the 5<sup>th</sup> day of May, 2026.

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Katherine T. Walters, Chairperson

ATTEST:

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Jackie Bidon, Clerk of the Board

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## Board of Commissioners Agenda Summary

Meeting Date: 05/05/2026

**AGENDA ITEM:** Resolution No. 26-29, Approve Purchase of Renewable Propane

**SUBMITTED BY:** Dennis Griffey

**TITLE:** Director

**DEPARTMENT:** Maintenance

**EXHIBITS/ATTACHMENTS:** Resolution No. 26-29

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**BUDGETARY IMPACT** *(if applicable)*

**BUDGETED AMOUNT:** \$ 683,000.00

**EXPENDITURE REQUIRED:** \$ 683,000.00

**FUNDING SOURCE:** Operating

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**REVIEWED BY:** Executive Director

**REVIEWED DATE:** 04/27/2026

**SUMMARY STATEMENT:**

Kitsap Transit is asking the Kitsap Transit Board to award Blue Star Gas of Tukwila, Washington, a sole source contract. The contract includes supplying renewable propane, leased dispensing equipment, and dispensing equipment service. The contract will provide all routine and emergency maintenance of the equipment and includes Maintenance Department staff with the necessary propane safety training.

**RECOMMENDED ACTION/MOTION:**

MOTION: Move to adopt Resolution No. 26-29, authorizing staff to award Blue Star Gas of Tukwila, Washington KT 26-034, a sole source contract, supplying renewable propane, leased dispensing equipment, dispensing equipment service and employee training.

**RESOLUTION NO. 26-29**

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD KT 26-034, A SOLE SOURCE CONTRACT FOR THE PURCHASE OF RENEWABLE PROPANE TO BLUE STAR GAS

**WHEREAS**, Blue Star Gas of Tukwila, Washington is the only provider of renewable propane in the State of Washington and Blue Star will provide propane at the Washington State contract price of sixty cents (\$.60) above the local benchmark price; and

**WHEREAS**, Blue Star Gas will also provide leased dispensing equipment for South Base and replace the Charleston Base storage tanks. This will double our fueling capacity, provide routine and emergency maintenance of our dispensing and storage equipment and provide all necessary maintenance department staff with training covering propane safety for a cost of one dollar (\$1.00) a year.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Commissioners hereby approves the award of contract KT 26-034 to Blue Star Gas of Tukwila, Washington as a sole source provider of renewable propane and leased dispensing equipment, with service for dispensing equipment and employee training.

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Katherine T. Walters, Chairperson

ATTEST:

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Jackie Bidon, Clerk of the Board



To: Kitsap Transit  
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)  
Date: April 22, 2026  
Re: May 5, 2026, Board Meeting – Legislative Report

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### **Interim Update**

Following the conclusion of the 60-day session, attention has quickly turned to the campaign season. The candidate filing deadline is May 8th, at which point the field will formally take shape. Even now, however, it is clear that the Legislature will see significant turnover in 2027.

In the Senate, announced retirements include Senators Steve Conway (D-Tacoma), Rebecca Saldaña (D-Seattle), Sharon Shewmake (D-Bellingham), Judy Warnick (R-Moses Lake), and Matt Boehnke (R-Kennewick). Several of these members have held key leadership roles, including Sen. Shewmake as Chair of the Senate Environment, Energy & Technology Committee, Sen. Saldaña as Chair of the Senate Labor Committee, and Sen. Conway as long-time Vice Chair of that committee.

In the House, Representatives Timm Ormsby (D-Spokane), Larry Springer (D-Kirkland), Sharon Wylie (D-Vancouver), Steve Tharinger (D-Port Townsend), Michelle Valdez (R-Gig Harbor), Carolyn Eslick (R-Sultan), Jenny Graham (R-Spokane), Mike Volz (R-Spokane), and Suzanne Schmidt (R-Spokane) have announced their retirements, with the potential for additional departures in the coming weeks. These departures include several of the Legislature's most influential budget and policy leaders, including Rep. Ormsby, Chair of the House Appropriations Committee; Rep. Tharinger, Chair of the House Capital Budget Committee; and Rep. Springer, who has played a central role on many tax and business-related issues.

A number of House members are also expected to vacate their House positions to seek election to the Senate, including Representatives Sharlett Mena (D-Tacoma), Chipalo Street (D-Seattle), Cindy Ryu (D-Shoreline), Alex Ybarra (R-Moses Lake), and Jeremie Dufault (R-Yakima). Among them, Rep. Mena currently chairs the House State Government & Tribal Affairs Committee, Rep. Street serves as Vice Chair of the House Finance Committee, and Rep. Ryu chairs the House Technology, Economic Development & Veterans Committee.

Finally, several incumbents are already facing primary challenges that could shape the direction of both caucuses, including Senate Majority Leader Jaime Pedersen (D-Seattle), Senator Jesse Salomon (D-Shoreline), and Representatives David Hackney (D-Tukwila), Lauren Davis (D-Shoreline), Amy Walen (D-Kirkland), Tarra Simmons (D-Bremerton), and Mike Steele (R-Wenatchee).



### **Washington State Transportation Commission**

The Washington State Transportation Commission convened at Walla Walla City Hall on Tuesday, April 21, and Wednesday, April 22, to engage with local residents and regional leaders. The [two-day session](#) featured a range of speakers, including Walla Walla County Commissioner Gunner Fulmer, City Manager Elizabeth Chamberlain, and representatives from the Port of Walla Walla, College Place, and Waitsburg. Beyond local infrastructure, the agenda included a transportation update from the Confederated Tribes of the Umatilla Indian Reservation and a presentation from WSDOT on planned and active projects in the South Central Region. Participants also considered a formal proposal to name the US 395/North Spokane Corridor bridge in honor of the late Fire Lieutenant Cody Scott Traber.

### **Upcoming Meetings & Events**

5/19 - Joint Transportation Committee Work Session: Track upcoming committee hearings for the Joint Transportation Committee [here](#). Its next hearing is on May 19 in Olympia from 9 AM to 12 PM, though no agenda has yet been posted.

5/19-20 - Washington State Transportation Commission: Virtual meetings to be held May 19-20. The robust agenda includes discussions on a toll payment pilot project, partnerships on EV infrastructure, a national transportation funding overview, toll rate discussions, updates from the WTP 2050 Plan and the UW's Transportation 2025 Project, and more. You can track further developments [here](#).

### **Washington State Transit Association (WSTA)**

WSTA's 2<sup>nd</sup> Quarter Board Meeting is scheduled for late May at Campbell's Resort on Lake Chelan. The full agenda is coming soon, but the basic outline is:

- SMTA: May 28th | 10:30am - 12:00pm Noon
- WSTA Board: May 28th | 1:00pm - 5:00pm
- WSTA Board: May 29th | 8:00am - 12:00pm Noon

# Kitsap Transit

## Income Statement - Transit Fund

March 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
<b>OPERATING REVENUE</b>						
Routed Fare	\$157,337	\$148,500	\$445,900	\$393,000	\$52,900	13.46%
Worker Driver Fares	\$49,190	\$60,500	\$149,527	\$188,200	(\$38,673)	(20.55%)
Van Pool Fares	\$26,021	\$25,642	\$89,674	\$76,925	\$12,749	16.57%
Access Fare	\$13,741	\$14,900	\$40,896	\$42,600	(\$1,704)	(4.00%)
Parking	\$16,593	\$16,000	\$48,542	\$48,000	\$542	1.13%
Lease Income	\$32,031	\$31,667	\$91,913	\$95,000	(\$3,087)	(3.25%)
Other Operating Income	\$1,638	\$2,500	\$6,501	\$7,500	(\$999)	(13.32%)
<b>OPERATING REVENUE</b>	<b>\$296,550</b>	<b>\$299,708</b>	<b>\$872,952</b>	<b>\$851,225</b>	<b>\$21,727</b>	<b>2.55%</b>
<b>OPERATING EXPENSES</b>						
General Administration	\$518,672	\$605,214	\$1,364,635	\$1,654,237	(\$289,602)	(17.51%)
Capital Development	\$62,183	\$86,467	\$191,605	\$239,293	(\$47,689)	(19.93%)
Customer Service	\$76,981	\$90,806	\$198,010	\$241,475	(\$43,465)	(18.00%)
Routed	\$1,477,034	\$1,645,005	\$3,780,775	\$4,501,354	(\$720,579)	(16.01%)
Worker Driver	\$102,847	\$128,926	\$278,139	\$345,298	(\$67,159)	(19.45%)
Rideshare	\$24,018	\$38,958	\$85,673	\$108,182	(\$22,508)	(20.81%)
Access	\$1,230,747	\$1,242,540	\$3,270,864	\$3,398,883	(\$128,019)	(3.77%)
Vehicle Maintenance	\$1,135,859	\$1,013,237	\$2,837,722	\$2,907,835	(\$70,113)	(2.41%)
Facilities Maintenance	\$411,087	\$383,818	\$1,116,320	\$1,109,184	\$7,136	0.64%
Service Development	\$404,204	\$369,156	\$1,072,727	\$1,051,041	\$21,687	2.06%
<b>Total Operating Expense</b>	<b>\$5,443,633</b>	<b>\$5,604,126</b>	<b>\$14,196,470</b>	<b>\$15,556,782</b>	<b>(\$1,360,312)</b>	<b>(8.74%)</b>
<b>OPERATING INCOME (LOSS)</b>	<b>(\$5,147,082)</b>	<b>(\$5,304,418)</b>	<b>(\$13,323,518)</b>	<b>(\$14,705,557)</b>	<b>\$1,382,039</b>	<b>(9.40%)</b>
<b>NON OPERATING INCOME (EXPENSE)</b>						
Sales Tax	\$5,234,000	\$5,234,000	\$14,408,000	\$14,408,000	\$0	0.00%
State Operating Grant	\$8,963	\$10,417	\$26,888	\$31,250	(\$4,363)	(13.96%)
Interest Income	\$350,896	\$320,000	\$1,039,461	\$960,000	\$79,461	8.28%
Misc Income / (Expense)	(\$2,529)	\$0	(\$4,762)	\$0	(\$4,762)	0.00%
Depreciation Expense	(\$743,887)	(\$875,000)	(\$2,231,660)	(\$2,625,000)	\$393,340	(14.98%)
Amortization Expense	(\$5,527)	(\$5,527)	(\$16,580)	(\$16,581)	\$1	0.00%
Sales Tax Collection Fee	(\$52,340)	(\$52,340)	(\$144,080)	(\$144,080)	\$0	0.00%
Gain/Loss Disposition of Assets	\$0	\$0	\$230	\$0	\$230	0.00%
<b>Total Non Operating Income (Expense)</b>	<b>\$4,789,576</b>	<b>\$4,631,550</b>	<b>\$13,077,495</b>	<b>\$12,613,589</b>	<b>\$463,906</b>	<b>3.68%</b>
<b>NET INCOME (LOSS)</b>	<b>(\$357,506)</b>	<b>(\$672,868)</b>	<b>(\$246,023)</b>	<b>(\$2,091,968)</b>	<b>\$1,845,945</b>	<b>(88.24%)</b>

# Kitsap Transit

## Income Statement - Ferry Fund

March 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
<b>OPERATING REVENUE</b>						
Local Ferry Fares	\$63,274	\$60,800	\$181,488	\$169,900	\$11,588	6.82%
Bremerton Fast Ferry Fares	\$231,278	\$253,800	\$681,231	\$679,600	\$1,631	0.24%
Kingston Fast Ferry Fares	\$58,955	\$55,300	\$162,915	\$157,300	\$5,615	3.57%
Southworth Fast Ferry Fares	\$106,352	\$99,800	\$288,237	\$267,300	\$20,937	7.83%
<b>Total Operating Revenue</b>	<b>\$459,859</b>	<b>\$469,700</b>	<b>\$1,313,871</b>	<b>\$1,274,100</b>	<b>\$39,771</b>	<b>3.12%</b>
<b>OPERATING EXPENSE</b>						
General Administration	\$193,408	\$234,804	\$643,025	\$686,911	(\$43,886)	(6.39%)
Local Ferry Operations	\$153,910	\$196,347	\$364,559	\$532,095	(\$167,536)	(31.49%)
Bremerton Fast Ferry Operations	\$383,727	\$312,665	\$910,235	\$885,604	\$24,631	2.78%
Kingston Fast Ferry Operations	\$351,364	\$326,613	\$893,304	\$931,846	(\$38,542)	(4.14%)
Southworth Fast Ferry Operations	\$319,936	\$317,870	\$828,688	\$905,088	(\$76,400)	(8.44%)
Maintenance and Facilities	\$856,954	\$891,602	\$1,453,851	\$2,611,231	(\$1,157,380)	(44.32%)
	<b>\$2,259,299</b>	<b>\$2,279,900</b>	<b>\$5,093,662</b>	<b>\$6,552,775</b>	<b>(\$1,459,113)</b>	<b>(22.27%)</b>
<b>OPERATING INCOME (LOSS)</b>	<b>(\$1,799,440)</b>	<b>(\$1,810,200)</b>	<b>(\$3,779,791)</b>	<b>(\$5,278,675)</b>	<b>\$1,498,884</b>	<b>(28.40%)</b>
<b>NON OPERATING REVENUE (EXPENSE)</b>						
Sales Tax Revenue	\$1,962,000	\$1,962,000	\$5,402,000	\$5,402,000	\$0	0.00%
Operating Grants	\$0	\$66,667	\$0	\$200,000	(\$200,000)	(100.00%)
Interest Income	\$59,743	\$42,000	\$176,785	\$126,000	\$50,785	40.31%
Interest Expense	(\$56,078)	(\$52,000)	(\$171,234)	(\$156,000)	(\$15,234)	9.77%
Depreciation	(\$392,791)	(\$325,000)	(\$1,178,373)	(\$975,000)	(\$203,373)	20.86%
Amortization	(\$1,013)	(\$1,013)	(\$3,040)	(\$3,039)	(\$1)	0.03%
Sales Tax Collection Fee	(\$19,620)	(\$19,620)	(\$54,020)	(\$54,020)	\$0	0.00%
<b>Total Non Operating Income (Expense)</b>	<b>\$1,552,240</b>	<b>\$1,673,034</b>	<b>\$4,172,118</b>	<b>\$4,539,941</b>	<b>(\$367,823)</b>	<b>(8.10%)</b>
<b>NET INCOME (LOSS)</b>	<b>(\$247,199)</b>	<b>(\$137,167)</b>	<b>\$392,328</b>	<b>(\$738,734)</b>	<b>\$1,131,062</b>	<b>(153.11%)</b>

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

	Bus Fund	Ferry Fund	Consolidated
		<b>ASSETS</b>	
Cash and Cash Equivalents	6,997,540	1,485,486	8,483,026
Investment - General Fund	79,001,605	16,144,426	95,146,031
Investment - Stimulus Reserve	23,837,990	-	23,837,990
Investment - Debt Service Reserve	-	1,781,720	1,781,720
Investment - Contingency Reserve	4,000,000	-	4,000,000
Investment - Fuel Reserve	2,583,487	1,025,329	3,608,816
Tax Receivable	9,305,650	3,640,566	12,946,216
Capital Grants Receivable	261,558	91,881	353,439
Operating Grants Receivable	158,777	245,881	404,658
Accounts Receivable	389,112	138,587	527,699
Due from Transit	-	601,881	601,881
Inventory	1,747,193	6,751,975	8,499,169
Prepaid Expenses	3,747,348	346,565	4,093,914
<b>TOTAL CURRENT ASSETS</b>	<b>\$ 132,030,261</b>	<b>\$ 32,254,297</b>	<b>\$ 164,284,558</b>
Fixtures & Equipment, Net of Depreciation	5,950,503	44,277	5,994,780
Facilities, Net of Depreciation	46,821,956	9,355,084	56,177,040
Rolling Stock, Net Depreciation	32,431,607	58,670	32,490,277
Passenger Ferries, Net Depreciation	-	64,174,614	64,174,614
Capital Work in Progress	42,096,672	7,657,409	49,754,081
Leasehold Improvement, Net Amortization	2,873,669	-	2,873,669
Leased Facilities, Net Amortization	189,164	2,917,431	3,106,595
Land	24,643,189	-	24,643,189
Intangible Assets, Net Amortization	221,569	-	221,569
<b>TOTAL CAPITAL ASSETS</b>	<b>\$ 155,228,329</b>	<b>\$ 84,207,485</b>	<b>\$ 239,435,814</b>
<b>TOTAL ASSETS</b>	<b>\$ 287,258,590</b>	<b>\$ 116,461,782</b>	<b>\$ 403,720,372</b>
		<b>LIABILITIES AND NET POSITION</b>	
		<b>LIABILITIES</b>	
Accounts Payable	2,515,796	2,058,828	4,574,623
Due to Ferry	601,881	-	601,881
Payables to Other Transits	148,886	-	148,886
Deferred Revenues	79,551	10,822	90,373
Accrued Wages Payable	2,872,604	558,094	3,430,698
Employee Benefit Payable	643,757	102,118	745,875
Interest Payable	-	58,661	58,661
Short-Term Debt	-	3,080,000	3,080,000
Long-Term Debt	-	20,075,000	20,075,000
<b>TOTAL LIABILITIES</b>	<b>\$ 6,862,475</b>	<b>\$ 25,943,523</b>	<b>\$ 32,805,997</b>
		<b>NET POSITION</b>	
Invested in Capital Assets, Net of Related Debt	155,228,329	61,052,485	216,280,814
Restricted	30,421,477	1,781,720	32,203,197
Unrestricted	94,746,309	27,684,055	122,430,364
<b>TOTAL NET POSITION</b>	<b>280,396,115</b>	<b>90,518,259</b>	<b>370,914,375</b>
<b>TOTAL LIABILITIES AND NET POSITION</b>	<b>\$ 287,258,590</b>	<b>\$ 116,461,782</b>	<b>\$ 403,720,372</b>

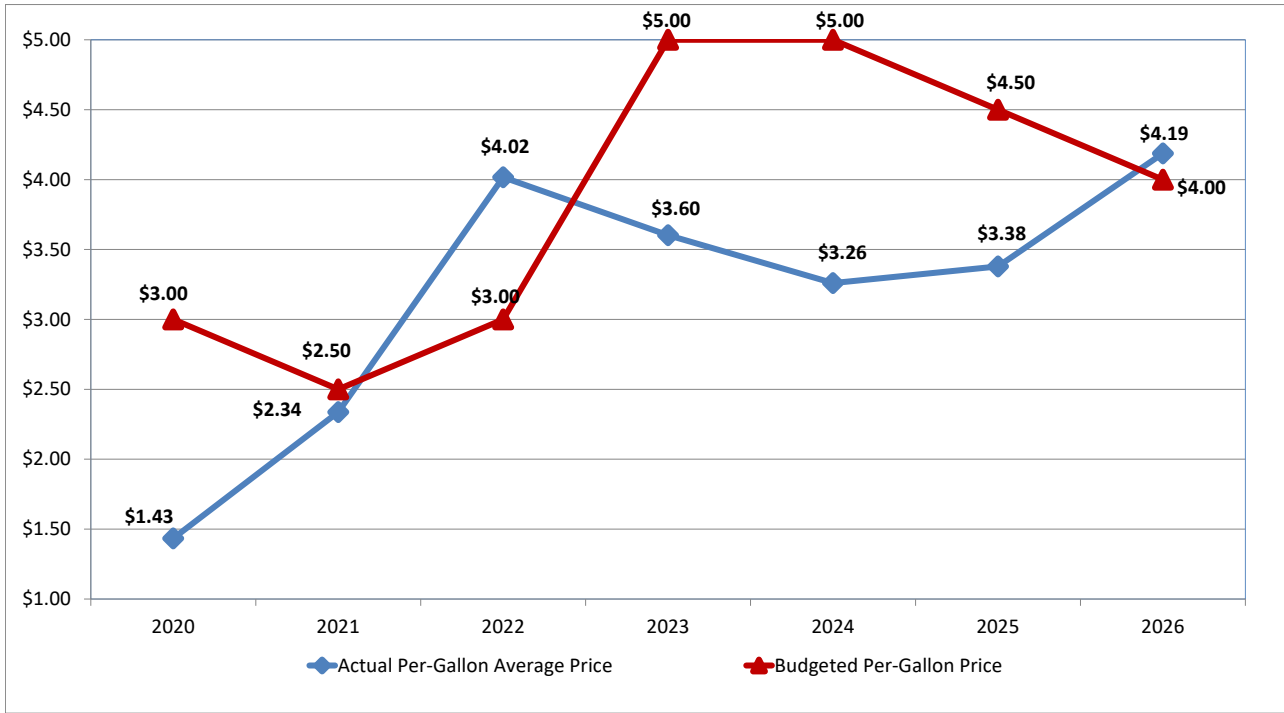
## Capital Work In Progress - March 2026

	Capital Budget And Expenditures										Capital Funding	
	2026 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget		
											Budget	Budget
<b>Transit Fund</b>												
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	813	7,802	3,303,269	3,342,592	50%	4,592,175	6,653,663	-	6,653,663		
<b>Operations Bases</b>												
<b>Harborside</b>												
Third Floor Design and Remodel (Parametrix Space)	500,000	16,236	18,485	-	481,515	96%	19,996	500,000	-	500,000		
<b>Charleston Base</b>												
Driver Room Rehabilitation (Kitchen/Lockers/Furniture)	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		
<b>North Base</b>												
North Base HD Maintenance Facility PE/Env	1,499,205	13,349	44,786	875,735	578,685	39%	1,702,555	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		
<b>South Base</b>												
South Base (ESA, Permits, CM)	80,400	1,774	3,133	79,155	(1,888)	-2%	294,507	15,586	64,814	80,400		
<b>Transfer Centers / Park &amp; Ride</b>												
HWY 16 P & R PE/Design/ROW (Ruby Creek)	1,226,724	59	50,143	-	1,176,581	96%	1,707,326	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	100	30,708	401,158	61,279	12%	505,911	493,145	-	493,145		
Gateway Bus Storage Facility & Park and Ride PE/Design	782,108	-	7,000	166,221	608,887	78%	434,294	112,370	669,738	782,108		
SR 104 Park & Ride ROW Only	600,000	3,539	13,591	-	586,409	98%	527,188	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	-	722	334,091	2,154,090	87%	231,370	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	30	37,409	294,387	13,668,204	98%	7,597,573	2,800,000	11,200,000	14,000,000		
Operator Training Facility	786,331	11,943	11,943	414,579	359,809	46%	113,767	786,331	-	786,331		
Day Road Park & Ride (Design & Construction)	14,229,712	-	223,603	1,911,337	12,094,772	85%	811,026	6,220,332	8,009,380	14,229,712		
<b>Equipment and Systems</b>												
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 - March 2026

	Capital Budget And Expenditures							Capital Funding		
	2026 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget
Hyper Converge (Server/Storage/Network Off Site Recovery System)	200,000	-	-	-	200,000	100%	-	200,000	-	200,000
Website Content Management	418,000	-	-	-	418,000	100%	-	418,000	-	418,000
Engine Repair Trainer	100,000	58,129	58,129	-	41,871	42%	-	100,000	-	100,000
Rodeo/Training Speed Radar Sign	7,500	6,787	6,787	-	713	10%	58,129	7,500	-	7,500
Rodeo Trailer	14,100	-	-	-	14,100	100%	6,787	14,100	-	14,100
<b>Transit Fund Total</b>	<b>134,262,736</b>	<b>112,758</b>	<b>514,242</b>	<b>19,888,317</b>	<b>113,860,177</b>	<b>85%</b>	<b>32,986,158</b>	<b>51,072,309</b>	<b>83,190,427</b>	<b>134,262,736</b>
<b>Ferry Fund</b>										
<b>Ferry Vessels</b>										
Owner Representation (New Vessels)	2,000,000	-	-	-	2,000,000	100%	-	2,000,000	-	2,000,000
Electric Fast Foil Ferry Design & Prototype	4,245,950	-	1,180	969,710	3,275,060	77%	1,904,848	245,950	4,000,000	4,245,950
Kingston Fast Ferry	17,531,963	-	-	-	17,531,963	100%	-	4,031,963	13,500,000	17,531,963
Electric Foot Ferry & Infrastructure Design and Construction Waterman II	15,015,136	15,000	15,000	907,044	14,093,092	94%	1,618,519	2,680,000	12,335,136	15,015,136
<b>Ferry Terminal &amp; Maintenance Facilities</b>										
Seattle Terminal PE (10% & Environmental/PE)	5,995,916	-	31,595	5,070,752	893,569	15%	2,450,807	965,024	5,030,892	5,995,916
Southworth Terminal Redevelopment (WSF Partner)	3,102,691	-	-	3,102,691	-	0%	137,091	852,691	2,250,000	3,102,691
POF System PM (Vessel & Terminal) (Maint. Parts, Labor & Cleaning)	5,160,400	2,490	222,693	-	4,937,707	96%	1,051,910	-	5,160,400	5,160,400
Breakwater at Port Orchard Marina (Partnership)	1,000,000	-	-	-	1,000,000	100%	1,007	1,000,000	-	1,000,000
Marine Maintenance Fac. (Locate, ROW & Concept. Design)	825,425	-	-	-	825,425	100%	356,528	825,425	-	825,425
PO Intermodal Terminal PE	1,022,059	-	-	-	1,022,059	100%	-	170,343	851,716	1,022,059
Navigational Software	11,000	-	-	-	11,000	100%	-	11,000	-	11,000
Navigational Hardware	33,000	-	-	-	33,000	100%	-	33,000	-	33,000
Ferries Maint. Vehicles (2)	120,000	-	-	-	120,000	100%	-	120,000	-	120,000
<b>Ferry Fund Total</b>	<b>56,063,540</b>	<b>17,490</b>	<b>270,468</b>	<b>10,050,197</b>	<b>45,742,875</b>	<b>82%</b>	<b>7,520,710</b>	<b>12,935,396</b>	<b>43,128,144</b>	<b>56,063,540</b>
<b>Grand Total</b>	<b>190,326,276</b>	<b>130,248</b>	<b>784,710</b>	<b>29,938,514</b>	<b>159,603,052</b>	<b>84%</b>	<b>40,506,869</b>	<b>64,007,705</b>	<b>126,318,571</b>	<b>190,326,276</b>

## Kitsap Transit Diesel Costs Updated through April 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	\$3.51
March	\$1.31	\$2.15	\$3.90	\$3.46	\$2.99	\$3.06	\$4.70
April	\$1.04	\$2.07	\$4.30	\$3.48	\$3.20	\$3.09	\$5.42
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	
<b>Monthly Avg. Cost YTD</b>	<b>\$ 1.43</b>	<b>\$ 2.34</b>	<b>\$ 4.02</b>	<b>\$ 3.60</b>	<b>\$ 3.26</b>	<b>\$ 3.38</b>	<b>\$ 4.19</b>
<b>Budgeted Per-Gallon Price</b>	<b>\$ 3.00</b>	<b>\$ 2.50</b>	<b>\$ 3.00</b>	<b>\$ 5.00</b>	<b>\$ 5.00</b>	<b>\$ 4.50</b>	<b>\$ 4.00</b>

*In April, KT paid \$5.42 a gallon for fuel compared to \$4.70 in March. The year-to-date per-gallon average price as of April was \$4.19 compared \$4.00 a gallon for fuel budgeted for 2026.*

## Kitsap Transit 2026 Goals Progress to Date

### Service Planning/Improvements

### Percent of Completion

	Q1	Q2	Q3	Q4
Increase overall ridership by 10 percent compared to 2025 performance 2025: 754,934 2026: 799,025 Diff: +44,091 (+6%)	60%			
Begin construction on Ruby Creek Park & Ride	0%			
Begin construction on electric local ferry	0%			
Complete certification of new APC system and provide detailed summaries to the Board	10%			
Complete installation of inductive chargers at Wheaton Way Transit Center, North Viking Transit Center, and Bainbridge Transit Center	0%			
Develop a five-year schedule for necessary maintenance of Marine Services vessels and facilities	70%			

Effective March 31, 2026