



BOARD OF COMMISSIONERS MEETING AGENDA

Date: June 2, 2026

Time: 10:30 AM – 12:00 PM

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1. CALL TO ORDER	
2. AGENDA REVIEW	
3. CHAIRPERSON'S COMMENTS	
4. COMMUNITY ADVISORY COMMITTEE REPORT	
5. CONSENT / ACTION ITEMS	
<i>All matters listed on the Consent Agenda have been distributed to the Board, are considered routine and will be enacted by one motion with no separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the regular agenda by a Board member.</i>	
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b. Minutes of May 5, 2026	2
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7. EXECUTIVE DIRECTOR ITEMS	

8. STAFF RECOGNITION/PROGRESS REPORTS

- a. Recognize Drivers of the Month for April 2026 (10:45 AM)
- b. June 2026 Report from KT Lobbyist 41
- c. Minutes of March 26, 2026, Community Advisory Committee Meeting 43
- d. Draft Financial Reports through April 2026 53
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- g. 2028_05_28 Fuel Reserve Analysis Report Memo to Board 59
- h. 1st Quarter 2026 System Performance Report 61
- i. 1st Quarter 2026 Financial Report 70

9. PUBLIC COMMENTS

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

10. FOR THE GOOD OF THE ORDER:

Transit Board members' comments.

11. ADJOURN:

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



MEMORANDUM

TO: The Kitsap Transit Board of Commissioners
DATE: June 2nd, 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 Shinnars, Finance Director

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

As of June 2nd, 2026, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for April 1st, 2026, through April 30th, 2026:

- Warrant numbers transit fund 176559 to 176954 of \$3,031,050
- Warrant numbers ferry fund 610255 to 610338 of \$2,094,450
- Payroll account disbursements of \$5,315,704
- ACH clearing account payments of \$100,345
- Travel account disbursements of \$31,539
- Purchasing card disbursements of \$72,844

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 2nd day of June 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of Board

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF May 5, 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
Rolfes, Christine, Kitsap County Commissioner
Root, Oran, Kitsap County Commissioner
Rosapepe, Jay, Councilmember, City of Port Orchard, *Absent*
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; John Clauson, Executive Director; Dennis Griffey, Vehicle and Facilities Maintenance Director; Steffani Lillie, Service and Capital Development Director; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Paul Shinners, 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/WeDhgkGiDb619nXm278hP8lQbvYmNHUGnc6BGkaGkPYSyw3LNDw23jt6uj2KWwR.zFMcc-BmKmrWufQD> Passcode: *sr3YY8=

1. CALL TO ORDER: Chairperson Walters called the meeting of the Kitsap Transit Board of Commissioners to order at 10:29 AM.

2. AGENDA REVIEW

Upon review by the Board, the agenda remained unchanged.

3. CHAIRPERSON'S COMMENTS

0:01:03, Chairperson Walters noted that the Board would receive a brief preview of how Kitsap Transit preparations are progressing for the major soccer events taking place in Seattle this summer. She also distributed Kitsap community scarves to Board members and attendees. The scarves feature the names of local communities and are intended to highlight regional pride. She emphasized that the upcoming events present a strong opportunity to bring the community

together and showcase Kitsap County to both domestic and international visitors. She noted ongoing beautification efforts in Port Orchard and stated that Bremerton is preparing for a busy summer season, including activities at Quincy Square and the Fan Zone.

4. COMMUNITY ADVISORY COMMITTEE (CAC) REPORT

0:04:43, Executive Director Clauson briefed the Board on the April 30 regularly scheduled meeting. The committee reviewed the Board agenda and had no comments. Committee members provided their standing reports. The Kingston representative briefed the CAC on the Washington State Ferries ticketing system being implemented to help reduce congestion in downtown Kingston. Members raised questions regarding Kitsap Transit's connection with Pierce Transit in Purdy. They discussed ongoing challenges with public awareness of the BI Ride service on Bainbridge Island. There was discussion about the *ACCESS* manifest used by operators, including how trip information is displayed on driver tablets.

Marketing and Public Information Director Sanjay Bhatt provided an update on Kitsap Transit's new display units and the rollout of the text-based next-bus arrival system.

The CAC continued work on a draft resolution regarding citizen voting positions on the Board, marking the first time the CAC has pursued a formal position statement.

Members elected new leadership: Chair Kelsey Murray, representing South Kitsap and a regular Southworth–Seattle fast-ferry rider and Vice Chair Cindy Hare Willis, representing Peninsula Community Health. The CAC voted to recommend renewal of the Kingston representative's membership and a resolution for reappointment will be presented at the next Board meeting.

A community member expressed interest in participating more actively in the upcoming Week Without Driving initiative. Clauson referenced last year's creative multimodal participation by Councilmember Morawaki.

0:09:00, Commissioner Rolfes requested that CAC meeting minutes be added to the Consent Agenda in order to formalize the relationship with the committee and ensure the Board can review their discussions. Discussion on location of information; CAC meeting minutes will be added under "Progress Reports."

She also asked that the CAC to be explicit in its forthcoming resolution regarding which citizen positions they recommend adding to the Board—whether these should be the CAC Chair and Vice Chair or roles defined by rider type (e.g., ferry rider, bus rider). This level of specificity would prevent the Board from needing to conduct interviews or make discretionary selections.

0:10:59, Executive Director Clauson stated that discussion to date has been that the RCW phrases this as optional, not mandatory. The Board received additional clarification regarding the CAC's perspective on its draft resolution concerning citizen voting members. The CAC indicated that it would prefer not to exercise the option of adding two citizen voting members to the Board. Their

position is that the CAC already provides broader and more diverse community representation. Members of the CAC represent a range of program users including Routed and ACCESS bus riders as well as geographic areas across the county and various social-service organizations, such as Peninsula Community Health and Kitsap Mental Health. The CAC believes this structure offers a more comprehensive reflection of the community than appointing two individual voting members to the Board. Executive Director Clauson noted that the Board has the option to do both, appoint two voting members and continue with the CAC structure, but the question remains which approach would carry more weight. Under the RCW, if the Board were to add two citizen voting members, those individuals must represent distinct user segments, which may exclude some CAC members. For example, the current Vice Chair, representing a social-service organization, would not qualify under the statutory requirements. The CAC's forthcoming resolution is expected to clarify its position.

Executive Director Clauson shared that a question was raised about whether the Board would need both the CAC and two citizen voting members if only one approach is ultimately selected. From the staff's perspective, supporting the CAC requires significant staff time. If the Board were to adopt the model of appointing two citizen voting members, the recommendation would be to discontinue the CAC and go with the two appointed members.

It was also noted that state law requires a Board Composition Review Committee to convene every four years. This committee includes one representative selected by Kitsap County, one selected collectively by each city, and other required representatives. Their task is to review the structure of the Public Transportation Benefit Area (PTBA) Board, and they have the authority to change its size and composition. The Board may be reduced from nine members to as few as five, and the committee may redefine who serves on the Board. Clauson indicated that the broader question of CAC representation versus citizen voting members would be brought to the upcoming Board Composition Review Committee for consideration as part of its statutory review. Kitsap Transit will be sending the Board Composition Review Committee letter to each jurisdiction, asking for their representative on the committee.

5. CONSENT / ACTION ITEM:

- a. Warrants for March 2026
 - o Warrant numbers transit fund 176265 to 176558 of \$1,674,836
 - o Warrant numbers ferry fund 610125 to 610254 of \$3,778,964
 - o Payroll Account disbursements of \$3,895,538
 - o ACH clearing account payments of \$71,233
 - o Travel Account Disbursements of \$3,091
 - o Purchasing Card Disbursements of \$60,051
- b. Minutes of March 3, 2026
- c. Minutes of March 17, 2026
- d. Minutes of April 7, 2026

0:15:50, Mayor Putaansuu moved and Commissioner Rolfes seconded the motion to approve the Consent Agenda.

Discussion:

None.

Motion passed unanimously.

6. FULL DISCUSSION / ACTION ITEMS

- a. Resolution No. 26-27, Approve Change Order on KT 23-870 Additional

0:20:45, Executive Director Clauson presented a resolution authorizing execution of Change Order No. 3 with Perteet Inc. Perteet completed the alternatives analysis, preliminary engineering, and design work for the proposed Kitsap Transit Training Facility under its February 2024 contract. With the environmental review nearing completion and a \$15 million federal construction grant awarded, Change Order No. 3 would allow Perteet to begin full construction-level design, the final major step before issuing construction bids and accessing grant funds.

Executive Director Clauson reported that the cost of Change Order No. 3 is approximately \$1.9 million, with just over \$900,000 expected to be spent in the current year. Although this design phase was not a separate line item in the adopted Capital Budget, staff have reallocated sufficient funding within the existing budget under the Board's direction to manage the Capital Program at the program level. No budget amendment is required for the current year. The remaining design cost will be incorporated into the 2027 Capital Budget, scheduled for Board consideration in November.

0:23:46, Mayor Putaansuu moved and Commissioner Root seconded the motion to adopt Resolution No. 26-27, authorizing 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.

Discussion:

0:24:20, Mayor Putaansuu requested clarification that Kitsap Transit did receive a \$15 million award other than their match and that they will have additional revenue to pay for the costs.

0:24:37, Executive Director Clauson shared that the \$15 million is for construction and what Kitsap Transit is doing now is getting ready to be able to start using the \$15 million.

Motion passed unanimously.

- b. Resolution No. 26-28, Acknowledging Approved Change Order on KT25-011

0:25:29, Executive Director Clauson reported that, in accordance with agency policy, a change order was executed for one of the vessels while it was in dry dock. The work could not be postponed until the next Board meeting, and the \$31,000 cost exceeded the Executive Director's 10% contracting authority. As required, the Executive Director consulted with the Board Chair,

who concurred with authorizing the change order. The work has proceeded, and this report formally documents the action, records the Chairperson's concurrence, and resets the Executive Director's authority under policy.

0:26:24, Mayor Stern moved and Commissioner Root seconded the motion to adopt Resolution No. 26-28, acknowledging 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.

Discussion:

0:27:10, Mayor Moriwaki thanked Executive Director Clauson for following policy, stating that it really matters that policy is followed.

Motion passed unanimously.

- c. Resolution No. 26-29, Approve Sole Source Purchase of Renewable Propane

0:28:25, Executive Director Clauson shared that, in continuing to take steps towards running a cleaner agency, Kitsap Transit has converted the ACCESS fleet to propane and are close to running that fleet at 100% propane. He stated that they have located a source for renewable propane, generated from something other than fossil fuel. This contract includes fuel tanks at South Base and Bremerton, doubling the fuel storage capacity and receiving additional training for staff.

0:30:14, Mayor Moriwaki moved and Commissioner Rolfes seconded the motion to adopt Resolution No. 26-29, authorizing staff to award Blue Star Gas of Tukwila, Washington, KT 26-034, a sole source contract, suppling renewable propane, leased dispensing equipment, dispensing equipment service and employee training.

Discussion:

0:30:56, Commissioner Walters remarked that she is consistently impressed with how Kitsap Transit stays ahead of the curve in pursuing renewable and clean-fuel options.

0:32:47, Executive Director Clauson thanked the Board for its positive comments regarding Kitsap Transit's renewable fuel efforts. An inquiry to Intercity Transit ultimately led to the contract presented in this resolution. He credited Intercity Transit for "breaking the ice" on renewable propane and helping pave the way for Kitsap Transit's adoption of cleaner fuel options.

Motion passed unanimously.

7. EXECUTIVE DIRECTOR ITEMS

0:33:28, Executive Director Clauson reported on recent advocacy activities in Washington D.C., including meetings with Senator Murray, Senator Cantwell, and Representative Randall, where

multiple Washington state transit agencies shared their specific issues and challenges. He noted that having a federal lobbyist significantly improved the effectiveness of these meetings and helped coordinate the visits.

Executive Director Clauson announced the upcoming American Public Transit Association (APTA) Expo in Chicago on October 4 through 7, describing it as a major industry event occurring only once every three years which will feature vendors from around the world showcasing the latest transit technologies and products. He encouraged the Board to attend, requesting staff confirm attendance soon to secure plane tickets at current fuel prices.

0:40:32, In discussing future work study meetings, Executive Director Clauson requested that the May 19 work study be cancelled due to staff attending the American Public Transit Association (APTA) International Roadeo in Salt Lake City. He also noted that the Board Chair brought to his attention the Kitsap County Association of Realtors and Building Association will be putting on a legislative bus tour on June 16 and requested cancelling the work study to accommodate a legislative bus tour.

0:43:14, Mayor Wheeler inquired if the Board cancelled the June 16 meeting and August meetings, would the work pile up.

0:43:48, Executive Director Clauson stated that it would not, clarifying that study sessions are for in-depth information while regular business meetings are held in the first meeting of the month.

0:44:28, **Commissioner Rolfes moved and Mayor Moriwaki seconded the motion to cancel the June 16 study session.**

Discussion:

None.

Motion passed unanimously.

0:45:58, Marketing and Public Information Director Sanjay Bhatt presented an update on Kitsap Transit's World Cup service plans. Kitsap Transit will provide special night service for FIFA World Cup matches in Seattle and for the Fan Zone in Bremerton. Additional routed night service will operate on Routes 108, 212, 215, and 390, along with Ferry Take Home services from Bremerton and Bainbridge Island. Extended service will also be added to the Bremerton Fast Ferry and Port Orchard Foot Ferry, beginning June 15 for the first match. A new webpage at kitsaptransit.com/SEA26 provides details, with schedules to be posted later this month.

Mr. Bhatt also shared updates on transportation improvements at the Bremerton Transportation Center (BTC). Tap2Pay has now been implemented on both buses and ferries. Kitsap Transit is developing a plan for transit ambassadors to assist visitors on game days, with a trailer under consideration as a central information hub. Planned digital enhancements include LCD displays for bus departures, exterior wall-mounted screens, e-paper signs for bus and ferry information, and

wayfinding signage, all featuring real-time updates and ADA-compliant features. Similar upgrades will be deployed at the Wheaton Way and Silverdale transit centers.

Bhatt also reported the successful rollout of text-for-next-bus signage at 325 stops, with countywide expansion expected by the end of June. Riders can text the bus stop number to the phone number on the sign to receive the estimated arrival times of the next three buses within the next 60 minutes.

0:59:54, Board members discussed the scope of ferry take-home service and hotel coverage on Bainbridge Island, including locations along Highway 305. They noted that extended route hours will benefit regular bus riders who will now have the option to travel later in the evening. The Board also emphasized the importance of a PR campaign to ensure the community is aware of the extended service hours.

1:00:24, Mr. Bhatt noted that the extended service will include hotels located in Winslow as well as the hotel in the Lynwood Center area.

1:01:07, Executive Director Clauson clarified that Kitsap Transit will not operate extended hours system-wide. The extended hours apply only to the specific routes identified in the presentation that serve hotel locations. In addition, the Bremerton Fast Ferry and Port Orchard Ferry will run later to support travel to hotels in South Kitsap County.

1:02:02, Mr. Bhatt reported that his team will issue the standard rider alerts two weeks before the service change, and those alerts will include details about the additional service being offered. He also noted that this information will be shared with community partners such as local Chambers of Commerce, to help amplify communication to the broader community.

1:02:45, Executive Director Clauson reported that Kitsap Transit previously received a little over \$315,000 in state funding allocated to Puget Sound agencies most affected by the World Cup. The agency was recently notified of an additional \$200,000 from the Federal Transit Administration, distributed to the region using a similar formula. Because these federal dollars can only be earned through service that touches the Seattle Urbanized Area, they are restricted to use on the Fast Ferry, which aligns well with the additional fuel costs expected for the six days of expanded service. He also acknowledged the County's support, noting the award of approximately \$60,000 to assist with installing electronic kiosks at Bremerton, East Bremerton, and Silverdale transit centers. This represents the primary external funding supporting World Cup related activities. Finally, he shared that Kitsap Transit is mobilizing its own staff to serve as ambassadors, following an internal call for volunteers to support operations during the event.

1:06:02, Board discussion included clarification on when the extended service hours will be; triage plan in place for service disruptions and maintaining reliability; and the amount of Kitsap Transit's budget is being used to accommodate FIFA. Board members voiced their appreciation of Kitsap Transit's communication, innovation, customer service and forward thinking in all aspects of the upcoming event.

1:06:31, Executive Director Clauson clarified the extended service will only take place on game days.

He addressed concerns for a triage plan, reporting that they are working on a backup plan with WSF and other partners due to limitations with the number of vessels and crew availability.

Executive Director Clauson shared that he does not have an amount of funds budgeted for FIFA but will report on estimated of costs paid by Kitsap Transit at the next Board Meeting.

8. STAFF RECOGNITION / PROGRESS REPORTS

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

0:16:52, Cyndi Griffey, Worker/Driver Manager, recognized the ACCESS Driver of the Month for March 2026, Brian Hedrick.

0:18:50, Cyndi Griffey, Worker/Driver Manager recognized the Worker/Driver of the Month for March 2026, Nate Nave.

0:19:28, Thomas Gilbert, Routed Manager, recognized the Routed Driver of the Month for March 2026, Mark Bright.

- b. April 2026 Report from KT Lobbyist
- c. Draft Financial Reports through March 2026
- d. Capital Work in Progress March 2026
- e. Fuel Costs Report through the end of April 2026

1:12:55, Executive Director Clauson noted that Kitsap Transit provides a monthly update on fuel cost trends, and this year the information is especially important given ongoing operational changes. He directed the Board to page 46 of the Board packet, which shows that the average fuel cost through April is \$4.19 per gallon, exceeding the budgeted rate of \$4.00 per gallon. He plans to return next month with a more detailed report on Kitsap Transit’s fuel stabilization reserves, including balances for both bus and ferry operations. He emphasized that the agency consumes a significant amount of fuel annually across its fleet of buses and vessels, making close monitoring of these reserves essential.

1:14:38, Mayor Moriwaki requested an estimated report of how much fuel Kitsap Transit saves on using hybrids and electric vehicles.

1:14:52, Executive Director Clauson will have staff generate a report for the Board.

- a. Goals Update 2026

9. PUBLIC COMMENTS

None at this time.

10. FOR THE GOOD OF THE ORDER:

1:16:12, Commissioner Rolfes motioned, and Mayor Wheeler seconded the motion to cancel the August 4 Board meeting and the August 18 Work Study meeting.

Discussion:
None.

Motion passed unanimously.

1:17:26, Board members highlighted upcoming transportation events including the Liberty Bay Festival in Poulsbo and Mosquito Fleet Fest in Port Orchard.

1:19:01, Executive Director Clauson requested that the Chairperson determine an alternate to the Puget Sound Regional Council Transportation Policy Committee.

1:19:22, Commissioner Rolfes motioned, and Councilmember Robelowski seconded the nomination of Vice Chair Mayor Moriwaki as the alternate representative to the Puget Sound Regional Council’s Transportation Policy Committee.

Discussion:
None.

Motion passed unanimously.

11. ADJOURN: At 11:46 AM, Chairperson Walters adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 2nd day of June, 2026.

Attest:

Katherine T. Walters, Chairperson

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-30, Reappointment of CAC Member

SUBMITTED BY: John Clauson

TITLE: Executive Director

DEPARTMENT: Executive

EXHIBITS/ATTACHMENTS: Resolution 26-30

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 0.00

EXPENDITURE REQUIRED: \$ 0.00

FUNDING SOURCE:

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

The Community Advisory Committee (CAC) has a representative whose term expires at the end of May. Tecla Legge is a member representing the Kingston area. Staff requested the representative submit an updated application to confirm continued interest in the Committee. The application was returned and reviewed by staff. The existing CAC members also voted to approve Ms. Legge's request. Staff recommends renewing the membership, extending one (1) year from the most recent expiration date, to maintain an experienced Committee.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-30, reappointing Tecla Legge to the Kitsap Transit Community Advisory Committee for a one-year (1-year) term effective June 1, 2026.

RESOLUTION NO. 26-30

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

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

WHEREAS, the term of Tecla Legge, Kingston came up for renewal in May 2026; and

WHEREAS, Ms. Legge has expressed an interest in continued membership on the CAC; and

WHEREAS, Kitsap Transit staff requested and received an updated application from Ms. Legge; and

WHEREAS, Ms. Legge is interested in connecting Kingston within itself and with other communities, increasing the usage of public transit and improving transit reliability and back-up capabilities; and

WHEREAS, the existing CAC members voted to approve Ms. Legge’s request to continue membership; and

WHEREAS, staff recommends the reappointment of Tecla Legge for another one-year (1-year) term as reflected below, effective on the original expiration date, in order to maintain an experienced committee.

Tecla Legge	Kingston	6/26 – 5/27
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NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners that Tecla Legge be reappointed to the Kitsap Transit Community Advisory Committee for a one-year (1-year) term effective June 1, 2026.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-31, Approve Additional 2nd Qtr Procurements

SUBMITTED BY: Paul Shinnors

TITLE: Finance Director

DEPARTMENT: Finance

EXHIBITS/ATTACHMENTS: Resolution No. 26-31

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT:

EXPENDITURE REQUIRED:

FUNDING SOURCE: Capital / Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

In an effort to streamline and expedite the procurement process, staff consolidates a list of Capital projects, assets and services for the Board of Commissioners to authorize staff to begin the process of advertising and competitively bidding select projects each calendar quarter. All projects included on the list are in the approved Capital and/or Operations Budget for 2026. Awards for these projects will be brought forth to the Kitsap Transit Board of Commissioners for final approval.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-31, authorizing Kitsap Transit Staff to go to bid for the items listed in the second quarter procurement list.

RESOLUTION NO. 26-31

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO ADVERTISE AND SEEK BIDS FOR ADDITIONAL PROJECTS AND PROCUREMENTS DURING THE SECOND QUARTER OF 2026

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

WHEREAS, all procurements presented in this resolution are included with in the 2026 Operating or Capital Budget as approved by the Board through Resolution 25-73; and

WHEREAS, in addition to the projects approved on Resolution 26-26, for the second quarter of 2026, staff is requesting permission to advertise and seek bids for the following additional procurements:

- Design of the Port Orchard Intermodal Ferry Terminal
- 13,000 Hour Engine Overhaul for Commander; and

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

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

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

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-32, Initiate Property Acquisition Negotiations for the Training Facility Site +

SUBMITTED BY: Steffani Lillie

TITLE: Director

DEPARTMENT: Service & Capital Development

EXHIBITS/ATTACHMENTS: Resolution No. 26-32

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 0.00

EXPENDITURE REQUIRED:

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

This resolution authorizes Kitsap Transit staff to initiate negotiations for the purchase of the Training Facility site (Parcel No. 122301-1-011-1001) upon completion of the NEPA process. The project site has been adopted as the locally preferred alternative and is supported by a fifteen million dollar (\$15,000,000) FTA Bus and Bus Facilities Program grant. Advancing negotiations at this stage helps maintain project schedule while ensuring compliance with federal requirements.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-32, the Board of Commissioners hereby authorizes Kitsap Transit staff to initiate negotiations with the property owner(s) for the purchase of the Training Facility site.

RESOLUTION NO. 26-32

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS
AUTHORIZING STAFF TO INITIATE PROPERTY ACQUISITION NEGOTIATIONS
FOR THE TRAINING FACILITY SITE

WHEREAS, Kitsap Transit has identified the need for a Training Facility to support transit operations, operator training, and workforce development; 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 project; and

WHEREAS, at its regular meeting on May 5, 2026, the Board approved advancement of the Training Facility project into final design; 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 Training Facility; and

WHEREAS, the selected site is an approximately 38.2-acre undeveloped parcel located east of 7555 Airport Way SW, Bremerton, Washington, within the Puget Sound Industrial Center – Bremerton (PSIC-B) Subarea Plan and zoned General Industrial (GI); and

WHEREAS, the subject property is identified as Kitsap County Parcel Number 122301-1-011-1001; and

WHEREAS, the property is currently undeveloped and acquisition is not expected to result in the relocation of any businesses or individuals; and

WHEREAS, Kitsap Transit is advancing environmental review of the proposed project in accordance with the National Environmental Policy Act (NEPA); and

WHEREAS, Kitsap Transit will complete the NEPA process and obtain an independent appraisal and review appraisal establishing just compensation in accordance

with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act), 49 CFR Part 24, prior to initiating negotiations; and

WHEREAS, staff recommends initiating negotiations with the property owner(s) upon completion of the NEPA process, consistent with federal requirements, to maintain the project schedule; and

WHEREAS, the negotiated price will be brought to the Board, or to the Board Chairperson, if necessary, based on negotiation timing, for approval to support efficient project delivery.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes Kitsap Transit staff to initiate negotiations with the property owner(s) for the purchase of the Training Facility site.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-33, Acknowledge C/Os on KT 25-011

SUBMITTED BY: Andrea Carey

TITLE: Acting Director

DEPARTMENT: Marine Services

EXHIBITS/ATTACHMENTS: Resolution No. 26-33

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 421,687.25

EXPENDITURE REQUIRED: \$ 445,843.96

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

The Enetai is currently in dry dock per Contract KT 25-011, Enetai Hull Repairs. During inspection, additional repairs were deemed necessary. The repairs include: the starboard impeller shaft, stern tube, ride control ram, and port water jet.

In accordance with Kitsap Transit's Procurement Policy, the Executive Director exercised delegated authority, approving Change Orders 3 and 4, with concurrence of the Board Chair. The cumulative amount of Change Orders 3 and 4 is twenty-four thousand one hundred fifty-seven dollars (\$24,157).

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-33, 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 and 3, in the cumulative amount of twenty-four thousand one hundred fifty-seven dollars (\$24,157) and resets the Executive Director's ten percent contract authority in accordance with Kitsap Transit's Procurement Policy.

RESOLUTION NO. 26-33

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS ACKNOWLEDGING EXECUTIVE DIRECTOR'S DELEGATED AUTHORITY TO APPROVE KT 25-011 CHANGE ORDERS THREE AND FOUR.

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 the starboard impeller shaft, stern tube, and ride control ram need repairs, as well as the port water jet; and

WHEREAS, the cumulative cost for these repairs is twenty-four thousand one hundred fifty-seven dollars (\$24,157); 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 Three (3) and Four (4) in the cumulative amount of twenty-four thousand one hundred fifty-seven dollars (24,157); 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 the concurrence of the Board Chair, to approve Change Order Three (3) and Four (4) on contract KT 25-011. The cumulative amount of twenty-four thousand one hundred fifty-seven dollars (\$24,157); 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 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-34, Acknowledge Approved CO KT 25-014

SUBMITTED BY: Andrea Carey

TITLE: Acting Director

DEPARTMENT: Marine Services

EXHIBITS/ATTACHMENTS: Resolution No. 26-34

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 291,945.00

EXPENDITURE REQUIRED: \$ 345,736.00

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

The Reliance is currently in dry dock per KT 25-014 Reliance Engine Swing and Repairs. Upon inspection, additional repairs were required such as: new mounting locations for the new style bike racks, rub rail paint and upper deck soft patch repairs.

In accordance with KT Procurement Policy, the Executive Director, with concurrence of the Board Chair, approved Change Orders 2 and 3 on contract KT 25-014, with a cumulative amount of fifty-three thousand seven hundred ninety-one dollars (\$53,791).

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-34, the Board of Commissioners hereby acknowledge the Executive Director's delegated authority, with concurrence of the Board Chair, to approve Change Orders Two and Three on contract KT 25-014 in the amount of fifty-three thousand seven hundred ninety-one dollars (\$53,791) and resets the Executive Director's ten (10) percent contract authority in accordance with Kitsap Transit's Procurement Policy.

RESOLUTION NO. 26-34

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS ACKNOWLEDGING EXECUTIVE DIRECTOR'S DELEGATED AUTHORITY TO APPROVE KT 25-014 CHANGE ORDERS TWO AND THREE.

WHEREAS, the M/V Reliance is currently in dry dock per Contract KT 25-014, Reliance Engine Swing and Repairs; and

WHEREAS, upon inspection, Platypus Marine and Kitsap Transit determined that new mounting locations are required for the new style of bike racks, as well as rub rail paint and upper deck soft patch repairs; and

WHEREAS, the cumulative cost for these repairs is fifty-three thousand seven hundred ninety-one dollars (\$53,791); 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 Orders Two (2) and Three (3) in the cumulative amount of fifty-three thousand seven hundred ninety-one dollars (\$53,791); 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 the concurrence of the Board Chair, to approve KT 25-014 Change Orders Two (2) and Three (3), in the cumulative amount of fifty-three thousand seven hundred ninety-one dollars (\$53,791);

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 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-35, Approve Change Order No. 7 to KT-788 with Glosten for Additional Design Services +

SUBMITTED BY: Steffani Lillie

TITLE: Director

DEPARTMENT: Service & Capital Development

EXHIBITS/ATTACHMENTS: Resolution 26-35

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 15,015,136.00

EXPENDITURE REQUIRED: \$ 695,000.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

This resolution authorizes Change Order No. 7 to Glosten, Inc. for additional design services to revise the passenger-only ferry project from an all-electric to a hybrid propulsion system. The change reflects updated operational requirements, battery availability constraints, and direction from the Federal Transit Administration (FTA). The additional work will update the vessel design, specifications, and supporting documentation to advance the project.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-35, the Board of Commissioners hereby authorizes staff to approve Change Order 7 to Glosten, Inc. for additional design services in the amount of six hundred ninety-five thousand dollars (\$695,000), increasing the total contract amount to two million four hundred thirty-five thousand four hundred sixty-eight dollars (\$2,435,468), and reauthorizes the Executive Director's authority in accordance with the procurement policy.

RESOLUTION NO. 26-35

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS APPROVING CHANGE ORDER NO. 7 TO CONTRACT KT 22-788 WITH GLOSTEN, INC., FOR ADDITIONAL DESIGN SERVICES

WHEREAS, at its regular meeting on February 6, 2024, the Board approved Resolution 22-43 authorizing the award of a sole-source contract to Glosten, Inc. for the design and cost estimate of an all-electric passenger ferry under KT 22-788; and

WHEREAS, the contract included design services for an all-electric propulsion system, including development of the vessel design basis, preliminary design, and contract design; and

WHEREAS, Glosten, Inc. is the original designer of Kitsap Transit's M/V Waterman, a hybrid passenger-only ferry, and brings unique institutional knowledge and technical expertise directly relevant to this project; and

WHEREAS, during design development, it was determined that key operational requirements, including range, charging constraints, and system performance, could not be fully achieved under the original all-electric design assumptions, requiring refinement of the project approach and resulting in a scope reduction; and

WHEREAS, at its regular meeting on June 6, 2023, the Board approved Resolution 23-36, authorizing a contract modification to continue and complete the design basis, preliminary design, and contract design for the project; and

WHEREAS, subsequent design efforts included evaluation of alternative propulsion systems, vessel configurations, and supporting shoreside infrastructure necessary to meet operational requirements; and

WHEREAS, in addition, key battery systems originally assumed for the all-electric vessel design are no longer commercially available, requiring reassessment of the propulsion approach and associated vessel systems; and

WHEREAS, these efforts represent a comprehensive and iterative design process to ensure the selected vessel configuration meets Kitsap Transit's operational, environmental, and funding requirements; and

WHEREAS, based on continued design evaluation and coordination with the Federal Transit Administration (FTA), staff received direction to revise the project scope from an all-electric vessel to a hybrid propulsion system to better align with project feasibility and federal funding considerations; and

WHEREAS, following this direction, staff evaluated hybrid propulsion as a viable alternative, balancing operational performance, constructability, schedule, and funding considerations; and

WHEREAS, this change in direction necessitates additional professional services to evaluate the existing contract design, assess impacts to vessel systems, and update the design to reflect a hybrid propulsion configuration; and

WHEREAS, Glosten, Inc., as the original designer of the vessel and author of the contract design, is uniquely qualified to perform this work and ensure continuity, technical consistency, and efficiency across the project; and

WHEREAS, Change Order No. 7 will add scope for contract design evaluation, propulsion system redesign, and updates to drawings, specifications, and supporting technical documentation necessary to advance the project consistent with FTA guidance; and

WHEREAS, Change Order No. 7 is in an amount not to exceed six hundred ninety-five thousand dollars (\$695,000), increasing the total contract amount to two million four hundred thirty-five thousand four hundred sixty-eight dollars (\$2,435,468); and

WHEREAS, Kitsap Transit staff has determined that the cost is fair and reasonable given the additional design services required.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes Kitsap Transit staff to approve Change Order No. 7 to Glosten, Inc. for

additional design services in the amount of six hundred ninety-five thousand dollars (\$695,000), increasing the total contract amount to two million four hundred thirty-five thousand four hundred sixty-eight dollars (\$2,435,468), 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 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-36, Award KT 26-024 to Glosten, Inc. for CM Services for Passenger-Only Ferry Vessel +

SUBMITTED BY: Steffani Lillie

TITLE: Director

DEPARTMENT: Service & Capital Development

EXHIBITS/ATTACHMENTS: Resolution No. 26-36

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 2,000,000.00

EXPENDITURE REQUIRED: \$ 1,458,275.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

This resolution authorizes a contract with Glosten, Inc. for construction management services supporting the replacement of an aging passenger-only ferry vessel in Kingston. Glosten will serve as Kitsap Transit's Owner's Project Manager/Engineer, providing oversight of vessel specification development, procurement, construction, and delivery to ensure the project is completed in compliance with technical, regulatory, schedule, and budget requirements.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-36, the Board of Commissioners hereby authorizes Kitsap Transit staff to award Contract 26-024 to Glosten, Inc. for the Construction Management Services for Passenger-Only Ferry Vessel project in the amount of one million four hundred fifty-eight thousand two hundred seventy-five dollars (\$1,458,275).

RESOLUTION NO. 26-36

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD A CONTRACT FOR KT 26-024 CONSTRUCTION MANAGEMENT SERVICES FOR PASSENGER-ONLY FERRY VESSEL TO GLOSTEN, INC. FOR THE KINGSTON REPLACEMENT VESSEL

WHEREAS, Kitsap Transit has received federal funding through the Federal Transit Administration (FTA) to support the replacement of an aging passenger-only ferry vessel currently in service; and

WHEREAS, the replacement vessel will improve reliability, reduce maintenance risk, and incorporate modern propulsion systems and cleaner engine technologies to support long-term operational sustainability; and

WHEREAS, on February 18, 2026, staff publicly advertised a Request for Qualifications (RFQ) KT 26-024 for Construction Management Services for Passenger-Only Ferry Vessel project in accordance with the "Brooks Act" to support the development, procurement, construction, and delivery of a new passenger-only ferry vessel; and

WHEREAS, on March 13, 2026, staff received and evaluated qualifications and proposals from four (4) firms, and Glosten, Inc. scored highest based on the proposal evaluation criteria; and

WHEREAS, Glosten, Inc. submitted a proposal to provide Construction Management Services for the Kingston Passenger-Only Ferry Vessel Replacement project, including acting as the Owner's Manager/Engineer (OPM/E), supporting vessel specification development, procurement, construction oversight, regulatory coordination, and delivery of the vessel in compliance with the contract, schedule, and budget requirements in the amount of one million four hundred fifty-eight thousand two hundred seventy-five dollars (\$1,458,275); and

WHEREAS, staff has completed a cost analysis and successfully negotiated the scope of work and fee, and determined the proposed cost to be fair and reasonable; and

WHEREAS, this project is included in the 2026 approved Capital Budget – Transit Fund for the Owner Representation project; and

WHEREAS, staff recommend awarding Contract KT 26-024 for the Construction Management Services for Passenger-Only Ferry Vessel project to Glosten, Inc. for a Kingston replacement vessel.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes Kitsap Transit staff to award Contract KT 26-024 to Glosten, Inc. for the Construction Management Services for Passenger-Only Ferry Vessel project in the amount one million four hundred fifty-eight thousand two hundred seventy-five dollars (\$1,458,275).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-37, Approve KT 26-041-BTC Security Camera Upgrade

SUBMITTED BY: Steffani Lillie

TITLE: Director

DEPARTMENT: Services and Capital Development

EXHIBITS/ATTACHMENTS: Resolution 26-37, Exhibit A-Recommendation Letter

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 550,000.00

EXPENDITURE REQUIRED: \$ 491,650.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

KT completed a security study for the Bremerton Transportation Center (BTC) in 2024, that identified gaps in security coverage of Kitsap Transit owned spaces around the BTC facilities. This resolution is requesting authorization to award a purchase and installation contract for additional cameras from the Washington State Department of Enterprise Services Cooperative Purchasing Contract in the amount of four hundred ninety-one thousand six hundred fifty dollars (\$491,650). The estimate has been reviewed and has been deemed fair and reasonable.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-37, authorizing staff to award a contract to Long Building Technologies for the purchase and replacement of security cameras at the Bremerton Transportation Center in the amount of four hundred ninety-one thousand six hundred fifty dollars (\$491,650).

RESOLUTION NO. 26-37

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD CONTRACT KT 26-041 TO LONG BUILDING TECHNOLOGIES FOR SECURITY CAMERA INSTALL FOR THE PERIMETER SAFETY PLAN

WHEREAS, Kitsap Transit Board of Commissioners awarded KT 23-847 to provide a needs assessment and to develop a statement of work for the Bremerton Transit Center (BTC) perimeter strategy study; and

WHEREAS, Kitsap Transit was awarded a Federal Transportation Administration (FTA) grant for BTC security upgrades; and

WHEREAS, the perimeter strategy study recommended new camera locations for security oversight and criminal mischief deterrence at the BTC; and

WHEREAS, Long Building Technologies is an approved contractor under the Washington State Department of Enterprise Services (DES) cooperative purchasing program, which satisfies Kitsap Transit's procurement requirements and allows participating agencies to utilize competitively procured state contracts for goods and services; and

WHEREAS, the project includes the purchase and installation of security cameras in and around the BTC to improve security, lighting, and pedestrian safety; and

WHEREAS, Long Building Technologies provided a cost estimate of four hundred ninety-one thousand six hundred fifty dollars (\$491,650) for the purchase and security camera install; and

WHEREAS, staff completed a cost analysis and determined Long Business Technologies' proposal to be fair and reasonable; and

WHEREAS, the cost of this project was included in the approved 2026 Capital Budget - Transit Fund approved via Resolution No. 25-73 approved on November 04, 2025.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to approve a purchase off of the Washington State DES contract for security camera purchase and installs for the perimeter safety plan to Long Building Technologies, in the amount of four hundred ninety-one thousand six hundred fifty dollars (\$491,650).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of June, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



MEMORANDUM

DATE: May 22, 2026

TO: Steffani Lillie

FROM: Patrick Rogers

SUBJECT: Recommendation to Award- Security System Improvement

In the beginning of 2026, GTF completed the Perimeter Security Assessment. Part of that assessment was a recommendation for Kitsap Transit to update and expand its existing security camera (CCTV) system. Working with IT, Purchasing identified Washington State Department of Enterprises Services (DES) Contract #24223 as an acceptable contract for this purchase.

Kitsap Transit reached out to award vendor Long Building Technologies (LBT) to provide a quote for the upgrade and expansion of Kitsap Transit's CCTV system. On June 22, 2026, LBT provided a quote in the amount of \$491,650.00 plus Washington State Sales Tax (WSST). Procurement has reviewed the quote and determined that it meets the terms and conditions of DES Contract #24223. They have also determined that the pricing offered is "fair and reasonable".

Procurement Staff has completed the responsiveness, and responsibility checks and has deemed LBT responsive and responsible. LBT is not debarred or suspended in the SAM.gov system. It is my recommendation that Long Building Technologies be awarded KT 26-041 Security System Improvement in the amount of \$491,650.00 plus WSST.

If you have any questions, please contact me at 360-479-6960.

Sincerely,
Patrick Rogers
Purchasing Supervisor



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-38, Request to seek Bids for Asset Mgmt Software

SUBMITTED BY: Dennis Griffey

TITLE: Director

DEPARTMENT: Maintenance

EXHIBITS/ATTACHMENTS: Resolution No. 26-38

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 250,000.00

EXPENDITURE REQUIRED: \$ 250,000.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 05/26/2026

SUMMARY STATEMENT:

Kitsap Transit is asking permission to seek pricing and proposals for replacement Asset Management software. The software will track maintenance and repairs of all of Kitsap Transit fixed assets. Current software will no longer be supported in 2027.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-38, the Board of Commissioners hereby authorize staff to seek pricing and proposals for replacement Asset Management software.

RESOLUTION NO. 26-38

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO SEEK PROPOSALS FOR A NEW ASSET MANAGEMENT SOFTWARE

WHEREAS, Kitsap Transit’s current asset management software, TransTrack, will no longer be supported after the first quarter of 2027; and

WHEREAS, staff are asking permission to seek pricing and proposals for a new Asset Management software to be awarded in the fourth quarter of 2026; and

WHEREAS, this is not currently in the 2026 budget, but will be incorporated in the 2027 Capital budget.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorize and direct Kitsap Transit staff to seek pricing and proposals for a new Asset Management software.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of June, 2025.

Katherine T Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 06/02/2026

AGENDA ITEM: Resolution No. 26-39, Request to Seek Bids-Security Door BTC

SUBMITTED BY: Steffani Lillie

TITLE: Capital and Service Development Director

DEPARTMENT: Capital

EXHIBITS/ATTACHMENTS: Resolution No. 26-39

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT:

EXPENDITURE REQUIRED:

FUNDING SOURCE: Capital / Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 05/27/2026

SUMMARY STATEMENT:

Staff is requesting permission to advertise and seek bids for a Coiling Security Door for the Bremerton Transportation Center, Customer Service Windows in order to maintain building and staff safety and security. This project was not included in the approved Capital or Operations Budget for 2026. The award for these projects will be made in accordance with the procurement policies and procedures.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-39, the Board of Commissioners hereby authorizes staff to advertise and seek bids for a Coiling Security Door for the Bremerton Transportation Center Customer Service Windows.

RESOLUTION NO. 26-39

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO ADVERTISE AND SEEK BIDS FOR A COILING SECURITY DOOR FOR THE BREMERTON TRANSPORTATION CENTER CUSTOMER SERVICE WINDOWS.

WHEREAS, in accordance with Resolution 20-20, staff must seek Board of Commissioner approval to advertise and seek bids in the event staff anticipates services or products will exceed five hundred thousand dollars (\$500,000) or the product or service has not been previously authorized in a Board of Commissioner approved budget; and

WHEREAS, the procurement presented in this resolution was not included with the 2026 Operating or Capital Budget as approved by the Board through Resolution 25-73; and

WHEREAS, staff is requesting permission to advertise and seek bids for a Coiling Security Door for the Bremerton Transportation Center Customer Service Windows; and

WHEREAS, upon completion of the procurement, the project contract will be awarded in accordance with the procurement policy and procedures.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to advertise and seek bids for a Coiling Security Door for the Bremerton Transportation Center Customer Service Windows.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 2nd day of June 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



To: Kitsap Transit
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)
Date: May 26, 2026
Re: June 2, 2026, Board Meeting – Legislative Report

Interim Update

The candidate filing period concluded in early May, and the field is set for the August primary election. Below are notes on key filings that will shape the future of Washington’s legislature.

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 and did not file for reelection. 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 in wildland fire funding and business-related issues.

A number of House members are also seeking 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, which includes jurisdiction over emergency management.

Finally, a number of incumbents are facing primary challenges from members of their own parties, which could help shape the direction of both caucuses. These include Senate Majority Leader Jaime Pedersen (D-Seattle), Senator Jesse Salomon (D-Shoreline), and Representatives Joe Fitzgibbon (D-Seattle), Adison Richards (D-Bremerton), David Hackney (D-Tukwila), Lauren Davis (D-Shoreline), Amy Walen (D-Kirkland), Tarra Simmons (D-Bremerton), Shelley Kloba (D-Bothell), Gerry Pollet (D-Seattle), Melanie Morgan (D-Tacoma), Rob Chase (R-Spokane), and Mike Steele (R-Wenatchee).



U.S. House Unveils 5-Year Surface Transportation Reauthorization Bill (as reported by WHUF)

The House Transportation and Infrastructure Committee recently unveiled the BUILD America 250 Act (BA250), a five-year, \$580 billion surface transportation reauthorization bill. Covering fiscal years 2027 through 2031, the legislation sets policy and funding levels for nearly all federal surface transportation programs, including highways, transit, safety, freight, and passenger rail. Of the \$580 billion authorized, roughly \$474.4 billion is provided as Highway Trust Fund contract authority, while approximately \$106 billion would be subject to annual appropriations since the bill, unlike the Infrastructure Investment and Jobs Act, does not include General Fund advance appropriations. The package shores up the Highway Trust Fund through new annual fees on electric vehicles and plug-in hybrids, dedicates more than \$50 billion to bridges (the largest such investment ever and incorporating elements of the Bridges and Safety Infrastructure for Community Success Act), and establishes the first-ever federal framework for autonomous commercial motor vehicles. Committee markup on the bill began on May 21. Current highway and transit programs and funding expire September 30, 2026.

Upcoming Meetings & Events

6/5 – Joint Meeting of the Washington & Oregon Transportation Commissions: The Washington State Transportation Commission meets virtually with the Oregon Transportation Commission on June 5. The focus of the meeting will be the Interstate Bridge Replacement Program and associated issues like tolling.

6/8 – House Transportation Committee: The House Transportation Committee will meet in Olympia in Senate Hearing Room 4 (with virtual option) at 10 AM on June 8. A work session on Climate Commitment Act-funded transportation electrification projects is scheduled. Click [here](#) to see updates and additional information.

6/16-17 – Washington State Transportation Commission: The WSTC will follow up its joint meeting with Oregon officials with its regular meeting later in June in Kalama, WA. The agenda has not been released yet, but you can track event information [here](#).

6/23 – Joint Transportation Committee: The Legislature’s Joint Transportation Committee will meet on June 23 at 9 AM at the Spokane Convention Center. Agenda items include a draft final report on alternative sidewalk funding, an assessment of city transportation needs, an evaluation of zero-emission vehicle programs funded by the Climate Commitment Act, and transportation challenges and successes in Washington’s cities. Click [here](#) to learn more.

Washington State Transit Association (WSTA)

WSTA’s Second Quarter Board Meeting was held in late May at Campbell’s Resort on Lake Chelan. Agenda items included a federal update, an update from WSDOT, a workgroup report on state permitting, a state legislative update, and an update on the state public transportation plan. WSTA’s Public Transportation Conference Expo & State Rodeo will be in Tacoma August 8-12, and the Third Quarter board Meeting is scheduled to be held virtually in early September.

KITSAP TRANSIT COMMUNITY ADVISORY COMMITTEE

Meeting Minutes
March 26, 2026

CALL TO ORDER/ROLL CALL

In the absence of Chair Ken Longcrier, meeting was called to order at 6:31PM by Executive Director John Clauson.

ATTENDED:

Rudy Baum, Kitsap Health District (virtual)
Marsha Cutting, Bainbridge Island (virtual)
Robert Dollar, Bremerton, West
Cindy Hare-Willis, Peninsula Community Health
Maxwell Judd, KT Cross-Sound Fast Ferry
JR Kinnison, Peninsula Council for the Blind
Tecla Legge, Kingston (virtual)
Kelsey Murray, South Kitsap
Susan Woolley, Kitsap Mental Health (virtual)

ABSENT:

Patricia Bradley, Silverdale (excused)
Ken Longcrier, Port Orchard (excused)
Daniel Walkup, Bremerton, East (excused)

STAFF:

John Clauson, Executive Director
Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board
Nicholas Zylstra, Marine Services Director
Edward Coviello, Transportation & Land Use Planner

VISITORS:

Kat Woofter

BUSINESS ITEMS

1. Approval of Meeting Minutes

Motion made by JR Kinnison to approve the February minutes as written; seconded by Cindy Hare-Willis. **Minutes approved as presented.**

Executive Director Clauson took this opportunity to introduce Nick Zylstra, Kitsap Transit's new Marine Services Director.

Marine Services Director Zylstra stated he has just finished his second month at Kitsap Transit and is happy to be here, adding that the agency's reputation precedes itself. His background is in the private sector, coming here most recently from Argosy Cruises where he worked as a captain, a deckhand, a marine operations manager, and their Director of Shoreside Operations.

JR Kinnison, Peninsula Council for the Blind, asked how Kitsap Transit compares to other places regarding crews and accessibility of boats. Director Zylstra said he hasn't had a chance to go through all the boats yet, though he is familiar with the Bremerton ones because he commutes from Seattle. As far as staff and crew are concerned, they are very skilled, and he is very impressed. Regarding accessibility, we are doing the best we can but recognize there is always room for improvement.

Marsha Cutting, Bainbridge Island, stated she has had no problems with her power wheelchair on the fast ferries.

Maxwell Judd, KT Cross-Sound Fast Ferry, commented about the recent Mosquito Fleet movement and asked about being a representative to other communities who may want to start foot ferry service. Director Zylstra indicated that he still has a lot to learn about how the exact process works, but he's in the process of joining the various organizations that deal with maritime industry. Executive Director Clauson added that Nick is doing a good job of getting out and introducing himself to others in the industry, developing working relationships.

Maxwell closed by asking about the possibility of getting tours back to Blake Island, with Director Zylstra's prior employment at Argosy. Discussion on the fact that the decision to stop was not made lightly but was mainly due to the high cost of the service, including staff on the island.

2. Board of Commissioners Agenda Review

Executive Director Clauson reviewed the items for the April 7 meeting:

- Approval to increase Safety Trainer hours to full time. The current Safety Trainer positions were half time, one for marine services and one for transit. The position in Marine Services increased to full time due to workload, leaving no one for the bus side. Permission to increase the transit side position to full time.
- Approve a change order for KPFF Consulting for the Seattle Terminal Environmental Study, incorporating additional preliminary design and environmental analysis related to the potential demolition of Pier 48 due to the inability of WSF to obtain funding for demolition.
- Contract award to Perteet for construction management for the Ruby Creek Park & Ride
- Appointment of Kitsap Transit representative on the WSTIP Board of Directors. Prior appointments were made via transit board resolution; this requests permission to have the Executive Director appoint the representative.
- Approval of the 2nd Quarter Procurement list

3. Committee Member Reports

Kelsey Murray, South Kitsap, expressed appreciation for the follow-up on questions raised at the February meeting. She asked Marine Services Director Zylstra about the decision behind not using the side door on the vessel for expedited unloading. Director Zylstra indicated that the ramp doesn't fit in a way that it can be safely used. Discussion on options for a different ramp and the fact that the equipment used in Seattle is King County's responsibility.

JR Kinnison, Peninsula Council for the Blind, indicated that when Kat boards the fast ferry in Bremerton, she needs to load backwards onto the boat, whereas on the Seattle side, there is no problem.

Kelsey continued, noting that the route with the highest ridership per boat already experiences slow off-loading and whatever improvements that could be made for faster offloading in Seattle would be great. She also stated that there are still no updated ridership numbers for 2026 (**attached to minutes**) and

requested a third bus for Route 184/185 for the second to the last sailing **(attached to minutes)**.

Cindy Hare-Willis, Peninsula Community Health, reported on an occurrence with a frustrated patient riding *ACCESS*. The PCH clinic off Clare has extended hours, closing at 8:30PM. The patient indicated she can schedule a ride to be dropped off but apparently not picked up **(attached to minutes)**. Executive Director Clauson stated that if we pick you up, we would be sure to take you home, provided it's within our hours of operation. Cindy added that the clinic is a first-come-first-served and there are times when the appointment slots are full by 4:45PM. Also, the patient reported that when she has tried to call for same-day service on Thursday and Friday, she is denied. Explanation and discussion on the fact that *ACCESS* service is pre-planned the night before, so same-day requests are difficult to insert at times.

Marsha Cutting, Bainbridge Island, noted that the on-hold recording indicates no same day rides on both Thursday and Friday. She asked if Kitsap Transit loses money on *ACCESS*. Executive Director Clauson explained that the most expensive rides we offer are *ACCESS* rides, because we have fewer passengers over which to spread the costs, averaging three passengers per hour.

JR Kinnison, Peninsula Council for the Blind, added to the discussion on costs, noting an observation that buses pass him while waiting for his ride. He even had a bus arrive for him that had traveled empty from Poulsbo. He suggested having buses circulate more in the same vicinity rather than travelling longer distances from other areas. Executive Director Clauson stated that Kitsap Transit is committed to providing transportation within the pick-up window to our customers, so the system is calculated every day to figure out routing and ride times. During the day, the system is keeping an eye on route times, etc., recalculating and rescheduling when necessary to avoid late buses and long ride times.

JR continued, echoing Marsha Cutting's comment about the lack of same-day service on Thursday and Friday, adding that the recording also references events and dates that have already passed **(attached to minutes)**.

Robert Dollar, West Bremerton, commented that the last time he took *ACCESS* home from the CAC meeting, the bus was around the corner at the ferry terminal instead of in front of the hotel where he was dropped off. JR noted he has had the same situation occur. Discussion on pick-up and drop-off locations and the

possibility that the bus may have been staging at the terminal. Along these lines, Marsha Cutting reported an incident that occurred with a BI RIDE driver where he was sent to pick up a passenger but didn't see her the first time. When going back to pick her up, the passenger expressed frustration, and the driver was abrupt when asking if she wanted a ride or not. Executive Director Clauson noted that one of the challenges with BI RIDE, especially on the island, is that there are very few marked bus stops. If a person is not familiar with a location, it can be a problem clarifying where to pick up and drop off.

Tecla Legge, Kingston, asked if Executive Director Clauson could speak at the Kingston Community Advisory Committee Transportation Committee meeting on either October 16 or November 20.

Maxwell Judd, KT Cross-Sound Fast Ferry, brought up the State's new budget, indicating there are items for transit but nothing specifically regarding funding the fast ferry service after August. He asked if Kitsap Transit had heard anything. Executive Director Clauson stated we hadn't heard anything new, and WSF is back to running two boats from Bremerton, so the highlighted sailings on KT's website will discontinue.

DISCUSSION ITEMS

1. Introduction – Nick Zylstra, Marine Services Director

Covered above in Business Item 1.

2. Presentation – KT and Peer Agency Passengers Per Hour Report

Executive Director Clauson indicated that the last time the Quarterly System Performance Report was given to the Board, one of the Board members commented on the average passengers per hour. Transportation and Land Use Planner Edward Coviello did research on the information, comparing us with our peer transit agencies, and shared with the CAC the same information he gave to the Board (attached).

Coviello explained that the information included agencies in Washington state as well as four agencies outside Washington and was gathered from the National Transit Database and the Washington State Department of Transportation 2024

Summary of Public Transportation (latest date available). He made note that factors to consider when making these comparisons are geography, frequency/span of service, length of route(s), and the impact COVID-19 had on travel patterns.

In summary:

- Statewide average trips per revenue hour: 18.73
- Highest: Pullman (WSU), 28.08
- Lowest: Union Gap, 0.51
- Kitsap Transit: 13.45

Peer agencies, Routed service

- Ben Franklin Transit: 12.46
- **Kitsap Transit: 13.45**
- Community Transit: 14.05
- C-Tran: 16.23
- Intercity Transit: 17.28
- Whatcom County Transit: 23.99

Peer agencies, systemwide

- Ben Franklin Transit: 8.1
- Community Transit: 11.3
- Intercity Transit: 11.3
- C-Tran: 12.5
- **Kitsap Transit: 12.9**
- Whatcom County Transit: 17.8

Coviello noted that Kitsap Transit came in higher than most of these due to our ferries that have relatively high passenger per hour counts.

Outside peer agencies

- Pioneer Valley Transit (Springfield MA): 18.6
- Merrimack Valley Transit (Haverhill MA): 14.0
- Lane Transit (Eugene OR): 17.1

Cindy Hare-Willis asked if the mandate for Federal employees to report back to work in person affected ridership increases. Coviello said he suspected that did have something to do with it.

Maxwell Judd asked if the differences in numbers could be because of not only delayed reporting (2024 information) but the change in passengers. Executive Director Clauson stated that age doesn't matter when boarding the bus; everyone is counted. He added that it could be the increase in the price of gas.

Kelsey Murray asked if there are any comparatives for ferries. Coviello said there are systems we could compare to, yes. Kelsey continued, suggesting including on-time service, down time, etc. Executive Director Clauson added that our routes are somewhat vessel-specific, so that poses a challenge with interchanging vessels between routes.

Robert Dollar asked if Worker/Driver routes were included. Coviello said yes, they are included in the Routed numbers.

3. Discussion – CAC Resolution to Maintain Structure

Executive Assistant Charlotte Sampson took the information submitted by Kelsey Murray and developed a draft resolution expressing the committee's desire to maintain structure. Executive Director Clauson asked the members to review it and let Charlotte know whether there should be any changes or if it looks okay.

Maxwell Judd asked if the committee should wait to discuss leadership (Chair/Vice Chair) until it's known whether the CAC would still exist. Executive Director Clauson explained the Board Composition Review process, indicating that the resolution would be presented to the Board and given to the Board Composition Review Committee for consideration. It's separate from electing a Chair and Vice-Chair to lead the Committee.

4. Discussion – Leadership Positions on Committee

Executive Director Clauson asked the members, if willing to serve, to let Charlotte know and we would develop a roster for Chair and Vice Chair. Discussion on term length, which will be at least one year.

GOOD OF THE ORDER

None.

PUBLIC COMMENT (also made throughout the meeting)

None.

ADJOURN

Meeting adjourned at 7:57PM.

Items/questions from March CAC Meeting

- No updated fast ferry ridership numbers yet for 2026.
First Quarterly report will be complete in April for the Fast Ferry #'s. (We have Jan. & Feb. complete). Our new data analyst Rebecca is working with Karrel and Nick in Marine Services to collect the figures for January and February and implement a new data quality/cleaning process because the existing system is prone to errors/missing data.
- Extended hours clinic on Clare (Peninsula Community Health) experiencing some issues with patients being dropped off but not able to be picked up. Location closes at 8:30pm.
Operations Director is looking into this and will follow up, as we do have ACCESS service until 9:30 p.m.
3/31/26 – No complaints have been received regarding service availability and only one late pickup request received in last 30 days, which was accommodated with regular service hours. Time chart for scheduling return trips at Peninsula Health is on next page.
- Have a third bus for the second-to-final morning sailing on the 184/185 route (7:35am boat), mirroring the frequency we have for the last sailing?
We will look at capacity issues to see if a third bus (or larger bus) is warranted.
- ACCESS on-hold recording indicating no same-day service on Thursdays and Fridays seems “cold”. Also references events and dates that have passed.
Operations Director will follow up on the messaging for same day service and see if we can soften the message.
3/31/26 – Recording on ACCESS line to be updated Friday, April 3, 2026

Last Pick-up Weekdays

From	To	To	To	To	To	To	To
	Port Orchard	Low Brem	Upper Brem	SILV	Poulsbo	BI	Kingston
Peninsula Health, 2720 Clare Ave, Brem	1900-1930	2100-2130	2100-2130	2100-2130	1915-1945	1845-1915	1745-1815

Last Pick-up Saturday

From	To	To	To	To	To	To	To
	Port Orchard	Low Brem	Upper Brem	Silverdale	Poulsbo	Bainbridge Island	Kingston
Peninsula Health, 2720 Clare Ave, Brem	1700-1730	1800-1830	1745-1815	1745-1815	1730-1800	1700-1730	1700-1730

Last Pick-up Sunday (Service is within the 217, 8, & 332 Polygon)

From	To	To	To	To	To	To	To
	Port Orchard	Low Brem	Upper Brem	Silverdale	Poulsbo	Bainbridge Island	Kingston
Peninsula Health, 2720 Clare Ave, Brem	1415-1445	1530-1600	1530-1600	1530-1600	1500-1530	1430-1500	NO SERVICE

Kitsap Transit

Income Statement - Transit Fund

April 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Routed Fare	\$157,714	\$145,200	\$604,545	\$538,200	\$66,345	12.33%
Worker Driver Fares	\$49,111	\$60,500	\$198,638	\$248,700	(\$50,062)	(20.13%)
Van Pool Fares	\$21,358	\$25,642	\$111,032	\$102,567	\$8,466	8.25%
Access Fare	\$12,861	\$13,800	\$53,757	\$56,400	(\$2,643)	(4.69%)
Parking	\$16,103	\$16,000	\$63,639	\$64,000	(\$361)	(0.56%)
Lease Income	\$32,031	\$31,667	\$123,944	\$126,667	(\$2,723)	(2.15%)
Other Operating Income	\$1,627	\$2,500	\$8,128	\$10,000	(\$1,872)	(18.72%)
OPERATING REVENUE	\$290,806	\$295,308	\$1,163,683	\$1,146,533	\$17,150	1.50%
OPERATING EXPENSES						
General Administration	\$520,633	\$595,323	\$1,897,114	\$2,249,560	(\$352,446)	(15.67%)
Capital Development	\$57,659	\$86,467	\$254,737	\$325,760	(\$71,023)	(21.80%)
Customer Service	\$101,921	\$90,806	\$299,957	\$332,281	(\$32,324)	(9.73%)
Routed	\$1,484,639	\$1,647,344	\$5,264,233	\$6,148,698	(\$884,465)	(14.38%)
Worker Driver	\$103,683	\$128,926	\$382,760	\$474,224	(\$91,464)	(19.29%)
Rideshare	\$37,316	\$38,958	\$122,990	\$147,139	(\$24,150)	(16.41%)
Access	\$1,195,010	\$1,244,388	\$4,470,063	\$4,643,271	(\$173,207)	(3.73%)
Vehicle Maintenance	\$1,228,294	\$1,013,907	\$4,062,321	\$3,921,742	\$140,579	3.58%
Facilities Maintenance	\$376,380	\$383,818	\$1,546,090	\$1,493,002	\$53,088	3.56%
Service Development	\$302,796	\$369,282	\$1,384,055	\$1,420,323	(\$36,267)	(2.55%)
Total Operating Expense	\$5,408,331	\$5,599,217	\$19,684,320	\$21,155,999	(\$1,471,679)	(6.96%)
OPERATING INCOME (LOSS)	(\$5,117,525)	(\$5,303,909)	(\$18,520,637)	(\$20,009,466)	\$1,488,828	(7.44%)
NON OPERATING INCOME (EXPENSE)						
Sales Tax	\$4,713,000	\$4,993,000	\$19,121,000	\$19,401,000	(\$280,000)	(1.44%)
State Operating Grant	\$8,963	\$10,417	\$35,850	\$41,667	(\$5,817)	(13.96%)
Interest Income	\$352,686	\$300,000	\$1,392,147	\$1,260,000	\$132,147	10.49%
Misc Income / (Expense)	\$0	\$0	(\$5,919)	\$0	(\$5,919)	0.00%
Depreciation Expense	(\$743,886)	(\$875,000)	(\$2,975,546)	(\$3,500,000)	\$524,454	(14.98%)
Amortization Expense	(\$5,527)	(\$5,527)	(\$22,107)	(\$22,108)	\$1	0.00%
Sales Tax Collection Fee	(\$47,130)	(\$49,930)	(\$191,210)	(\$194,010)	\$2,800	(1.44%)
Gain/Loss Disposition of Assets	\$0	\$0	\$230	\$0	\$230	0.00%
Total Non Operating Income (Expense)	\$4,278,106	\$4,372,960	\$17,354,444	\$16,986,549	\$367,895	2.17%
NET INCOME (LOSS)	(\$839,419)	(\$930,949)	(\$1,166,193)	(\$3,022,917)	\$1,856,724	(61.42%)

Kitsap Transit

Income Statement - Ferry Fund

April 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Local Ferry Fares	\$66,525	\$61,000	\$248,013	\$230,900	\$17,113	7.41%
Bremerton Fast Ferry Fares	\$228,741	\$257,500	\$909,972	\$937,100	(\$27,128)	(2.89%)
Kingston Fast Ferry Fares	\$61,356	\$53,000	\$224,271	\$210,300	\$13,971	6.64%
Southworth Fast Ferry Fares	\$106,865	\$95,300	\$395,102	\$362,600	\$32,502	8.96%
Total Operating Revenue	\$463,487	\$466,800	\$1,777,358	\$1,740,900	\$36,458	2.09%
OPERATING EXPENSE						
General Administration	\$199,917	\$234,804	\$861,197	\$921,715	(\$60,518)	(6.57%)
Local Ferry Operations	\$147,569	\$197,317	\$512,228	\$729,413	(\$217,185)	(29.78%)
Bremerton Fast Ferry Operations	\$408,302	\$313,334	\$1,318,670	\$1,198,938	\$119,732	9.99%
Kingston Fast Ferry Operations	\$326,723	\$326,813	\$1,220,212	\$1,258,659	(\$38,447)	(3.05%)
Southworth Fast Ferry Operations	\$326,858	\$318,576	\$1,159,117	\$1,223,664	(\$64,547)	(5.27%)
Maintenance and Facilities	\$980,566	\$891,602	\$2,434,462	\$3,502,833	(\$1,068,371)	(30.50%)
	\$2,389,934	\$2,282,446	\$7,505,886	\$8,835,222	(\$1,329,335)	(15.05%)
OPERATING INCOME (LOSS)	(\$1,926,448)	(\$1,815,646)	(\$5,728,528)	(\$7,094,322)	\$1,365,793	(19.25%)
NON OPERATING REVENUE (EXPENSE)						
Sales Tax Revenue	\$1,762,000	\$1,866,000	\$7,164,000	\$7,268,000	(\$104,000)	(1.43%)
Operating Grants	\$0	\$66,667	\$0	\$266,667	(\$266,667)	(100.00%)
Interest Income	\$58,882	\$42,000	\$235,668	\$168,000	\$67,668	40.28%
Interest Expense	(\$56,078)	(\$52,000)	(\$227,312)	(\$208,000)	(\$19,312)	9.28%
Depreciation	(\$392,791)	(\$325,000)	(\$1,571,164)	(\$1,300,000)	(\$271,164)	20.86%
Amortization	(\$1,013)	(\$1,013)	(\$4,053)	(\$4,052)	(\$1)	0.03%
Sales Tax Collection Fee	(\$17,620)	(\$18,660)	(\$71,640)	(\$72,680)	\$1,040	(1.43%)
Total Non Operating Income (Expense)	\$1,353,380	\$1,577,994	\$5,525,498	\$6,117,935	(\$592,437)	(9.68%)
NET INCOME (LOSS)	(\$573,068)	(\$237,653)	(\$203,030)	(\$976,387)	\$773,357	(79.21%)

**Kitsap Transit
Balance Sheet
April 30, 2026**

	Bus Fund	Ferry Fund	Consolidated
		ASSETS	
Cash and Cash Equivalents	6,654,683	2,245,235	8,899,917
Investment - General Fund	79,342,474	16,199,835	95,542,309
Investment - Stimulus Reserve	23,837,990	-	23,837,990
Investment - Debt Service Reserve	-	2,092,570	2,092,570
Investment - Contingency Reserve	4,000,000	-	4,000,000
Investment - Fuel Reserve	2,583,487	1,025,329	3,608,816
Tax Receivable	9,479,609	3,559,049	13,038,658
Capital Grants Receivable	2,150,220	37,553	2,187,772
Operating Grants Receivable	169,488	269,115	438,603
Accounts Receivable	363,559	142,281	505,840
Due from Transit	-	513,557	513,557
Inventory	1,747,193	6,750,749	8,497,943
Prepaid Expenses	3,577,317	296,440	3,873,757
TOTAL CURRENT ASSETS	\$ 133,906,019	\$ 33,131,712	\$ 167,037,732
Fixtures & Equipment, Net of Depreciation	5,877,941	43,385	5,921,326
Facilities, Net of Depreciation	46,602,581	9,280,882	55,883,463
Rolling Stock, Net Depreciation	31,991,565	56,306	32,047,871
Passenger Ferries, Net Depreciation	-	63,868,631	63,868,631
Capital Work in Progress	42,385,140	9,110,514	51,495,653
Leasehold Improvement, Net Amortization	2,861,450	-	2,861,450
Leased Facilities, Net Amortization	185,803	2,878,159	3,063,961
Land	24,643,189	-	24,643,189
Intangible Assets, Net Amortization	219,715	-	219,715
TOTAL CAPITAL ASSETS	\$ 154,767,383	\$ 85,237,876	\$ 240,005,260
TOTAL ASSETS	\$ 288,673,403	\$ 118,369,588	\$ 407,042,991
		LIABILITIES AND NET POSITION	
		LIABILITIES	
Accounts Payable	2,087,439	2,011,866	4,099,305
Due to Ferry	513,557	-	513,557
Payables to Other Transits	132,551	-	132,551
Deferred Revenues	82,661	13,152	95,813
Accrued Wages Payable	2,885,441	683,219	3,568,660
Employee Benefit Payable	866,112	255,441	1,121,553
Interest Payable	-	117,322	117,322
Short-Term Debt	-	3,080,000	3,080,000
Long-Term Debt	-	20,075,000	20,075,000
TOTAL LIABILITIES	\$ 6,567,761	\$ 26,236,000	\$ 32,803,761
		NET POSITION	
Invested in Capital Assets, Net of Related Debt	154,767,383	62,082,876	216,850,259
Restricted	30,421,477	2,092,570	32,514,048
Unrestricted	96,916,781	27,958,142	124,874,924
TOTAL NET POSITION	282,105,642	92,133,589	374,239,231
TOTAL LIABILITIES AND NET POSITION	\$ 288,673,403	\$ 118,369,588	\$ 407,042,991

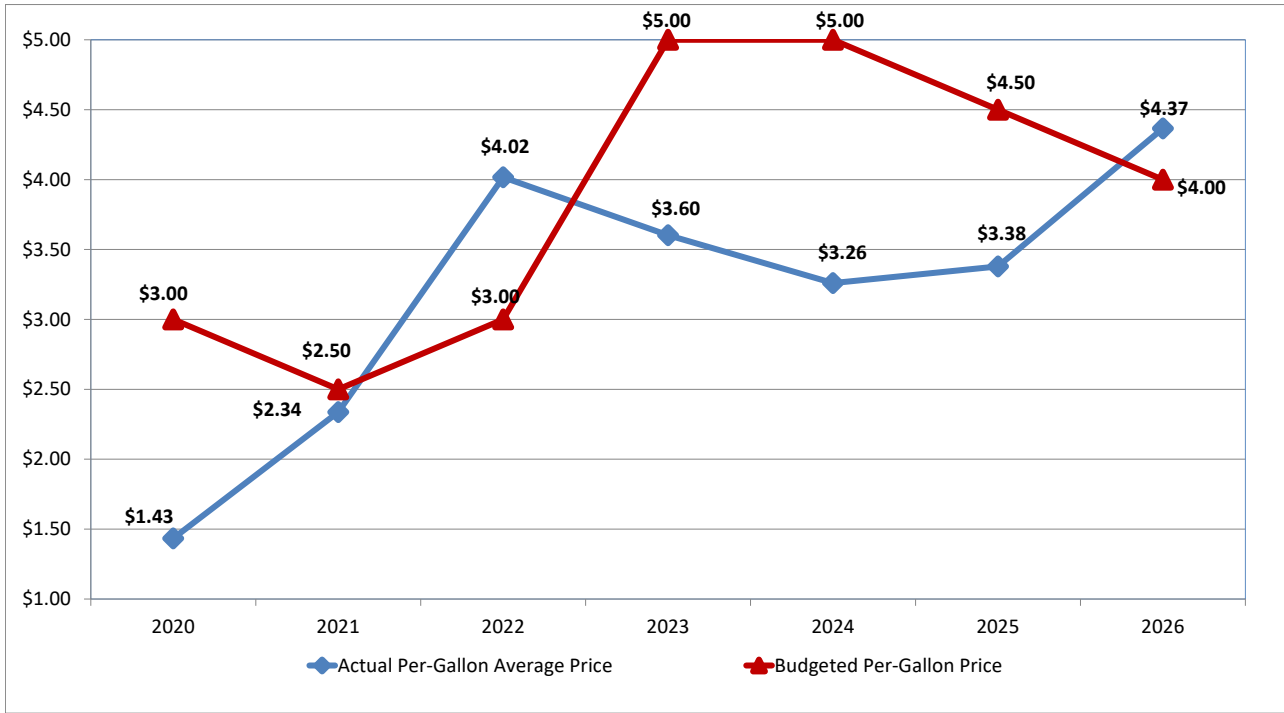
Capital Work In Progress - April 2026

	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			
Transit Fund													
Routed Coaches	12,785,749	-	-	-	12,785,749	100%	4,268	7,672,063	5,113,686	12,785,749			
Access Bus & Van/Vanlink Replacements	7,534,015	-	-	2,904,778	4,629,237	61%	2,669,525	-	7,534,015	7,534,015			
Inductive Charging (Bases)	2,900,000	-	-	4,608,000	(1,708,000)	-59%	-	1,509,560	1,390,440	2,900,000			
Electric Bus (10) & Charleston & North Base Chargers	1,363,835	-	-	3,841,221	(2,477,386)	-182%	7,932,971	272,767	1,091,068	1,363,835			
Vanpool/Vanlink Expansion Vehicles (3/3)	360,000	-	-	-	360,000	100%	-	360,000	-	360,000			
Double Decker Buses	8,250,000	-	-	-	8,250,000	100%	-	1,650,000	6,600,000	8,250,000			
APC Systems Equipment/Digital Signage	6,653,663	39,462	57,446	3,196,039	3,400,178	51%	4,641,819	6,653,663	-	6,653,663			
Operations Bases													
Harborside													
Third Floor Design and Remodel (Parametrix Space)	500,000	-	18,485	-	481,515	96%	19,996	500,000	-	500,000			
Charleston Base													
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			
North Base													
North Base HD Maintenance Facility PE/Env	1,499,205	-	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			
South Base													
South Base (ESA, Permits, CM)	80,400	-	3,133	79,155	(1,888)	-2%	294,507	15,586	64,814	80,400			
Transfer Centers / Park & Ride													
HWY 16 P & R PE/Design/ROW (Ruby Creek)	1,226,724	-	82,779	-	1,143,945	93%	1,739,962	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	-	33,424	401,158	58,563	12%	508,626	493,145	-	493,145			
Gateway Bus Storage Facility & Park and Ride PE/Design	782,108	1,912	8,912	162,400	610,796	78%	436,206	112,370	669,738	782,108			
SR 104 Park & Ride ROW Only	600,000	-	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	1,496	38,905	289,959	13,671,136	98%	7,599,068	2,800,000	11,200,000	14,000,000			
Operator Training Facility	786,331	-	11,943	414,579	359,809	46%	113,767	786,331	-	786,331			
Day Road Park & Ride (Design & Construction)	14,229,712	-	423,668	1,911,337	11,894,707	84%	1,011,091	6,220,332	8,009,380	14,229,712			
Equipment and Systems													
Computer Infrastructure Improvements (Fiber SB & CB) (encumbered)	67,000	-	-	-	67,000	100%	-	67,000	-	67,000			
Network Switches	100,000	-	-	-	100,000	100%	-	100,000	-	100,000			
Routers (3)	25,000	-	-	-	25,000	100%	-	25,000	-	25,000			
APC UPS for Servers	30,000	-	-	-	30,000	100%	-	30,000	-	30,000			
IP Cameras (Bremerton, PO Dock, South Base, CI)	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 - April 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	-	41,871	42%	-	100,000	-	100,000			
Rodeo/Training Speed Radar Sign	7,500	-	6,787	-	713	10%	58,129	7,500	-	7,500			
Rodeo Trailer	14,100	-	-	-	14,100	100%	6,787	14,100	-	14,100			
Transit Fund Total	134,262,736	42,869	802,709	19,772,838	113,687,189	85%	33,274,626	51,072,309	83,190,427	134,262,736			
Ferry Fund													
Ferry Vessels													
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	907,044	14,093,092	94%	1,618,519	2,680,000	12,335,136	15,015,136			
Ferry Terminal & Maintenance Facilities													
Seattle Terminal PE (10% & Environmental/PE)	5,995,916	-	41,200	5,070,752	883,964	15%	2,460,412	965,024	5,030,892	5,995,916			
Southworth Terminal Redevelopment (WSF Partner)	3,102,691	-	161,905	3,102,691	(161,905)	-5%	298,996	852,691	2,250,000	3,102,691			
POF System PM (Vessel & Terminal) (Maint. Parts, Labor & Cleaning)	5,160,400	47,890	628,056	-	4,532,344	88%	1,457,273	-	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			
Ferry Fund Total	56,063,540	47,890	847,340	10,050,197	45,166,002	81%	8,097,583	12,935,396	43,128,144	56,063,540			
Grand Total	190,326,276	90,758	1,650,050	29,823,035	158,853,192	83%	41,372,208	64,007,705	126,318,571	190,326,276			

Kitsap Transit Diesel Costs Updated through May 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	\$5.08
June	\$1.25	\$2.44	\$5.10	\$3.25	\$3.04	\$3.70	
July	\$1.36	\$2.37	\$4.99	\$4.08	\$3.14	\$3.82	
August	\$1.37	\$2.47	\$3.99	\$4.18	\$2.87	\$3.55	
September	\$1.27	\$2.41	\$3.89	\$4.35	\$3.06	\$3.71	
October	\$1.38	\$2.73	\$4.42	\$3.71	\$3.02	\$3.56	
November	\$1.72	\$2.73	\$4.35	\$3.51	\$3.00	\$3.42	
December	\$1.64	\$2.72	\$2.89	\$3.30	\$2.87	\$3.09	
Monthly Avg. Cost YTD	\$ 1.43	\$ 2.34	\$ 4.02	\$ 3.60	\$ 3.26	\$ 3.38	\$ 4.37
Budgeted Per-Gallon Price	\$ 3.00	\$ 2.50	\$ 3.00	\$ 5.00	\$ 5.00	\$ 4.50	\$ 4.00

In May, KT paid \$5.08 a gallon for fuel compared to \$5.42 in April. The year-to-date per-gallon average price as of May was \$4.37 compared to \$4.00 a gallon for fuel budgeted for 2026.



MEMORANDUM

TO: Kitsap Transit Board of Commissioners
FROM: John W. Clauson, Executive Director
DATE: May 28, 2026
SUBJ: Fuel Reserve Analysis – 6/2/26 Board

At the last Board meeting, we briefly discussed the rising trend of fuel costs and the anticipated impact(s) on our operation. I asked Finance Director Paul Shinnars to compile the information on our fuel stabilization reserves for both our bus and ferry operations and have attached his response.

I will have this available to discuss at the meeting next Tuesday.



1ST QUARTER REPORT

January - March 2026



Total Boardings Systemwide

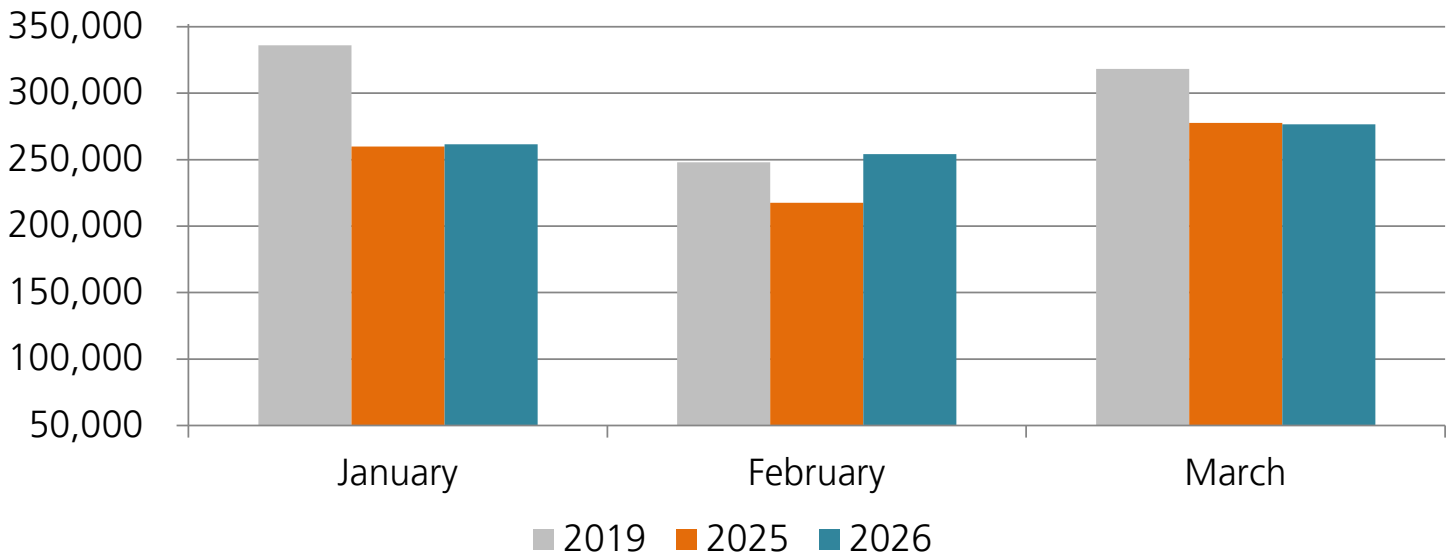
1st Quarter

1 st Quarter, 2026				
TOTAL BOARDINGS	January	February	March	QUARTER TOTAL
Routed	126,379	122,910	134,607	383,896
ACCESS & VanLink	21,326	19,404	22,225	62,955
Worker/Driver	12,464	12,592	14,578	39,634
On-Demand/Dial-A-Ride	2,897	2,850	3,687	9,434
Foot Ferry	28,758	28,011	30,886	87,655
Fast Ferry	64,026	63,422	69,448	196,896
Vanpool*	5,726	5,843	7,097	18,666
Guaranteed Ride Home	-	-	-	-
SYSTEMWIDE TOTAL	261,576	255,032	282,528	799,136

* Vanpools in service: January (40), February (43), March (44)

NOTE: For the Seahawks Super Bowl Parade on February 11, 2026, Kitsap Transit added seven sailings on the Bremerton Fast Ferry and opened the upper deck on the Kingston Fast Ferry to meet demand.

Year over Year



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

Total Boardings Systemwide

Year to Date

TOTAL BOARDINGS	Year to Date				
	Jan–Mar 2019	Jan–Mar 2025	Jan–Mar 2026	2025-2026 Total Change	2025-2026 % Change
Routed	472,809	342,651	383,896	41,245	12%
ACCESS & VanLink	57,490	57,129	62,955	5,826	10%
Worker/Driver	90,254	44,895	39,634	-5,261	-12%
On-Demand/Dial-A-Ride	13,785	7,985	9,434	1,449	18%
Foot Ferry	129,756	80,885	87,655	6,770	8%
Fast Ferry	99,075	202,363	196,896	-5,467	-3%
Vanpool	39,021	19,044	18,666	-378	-2%
Guaranteed Ride Home	20	3	-	-3	-100%
TOTAL BOARDINGS	902,210	754,955	799,136	44,181	6%

NOTE: Kitsap Transit began operating extra Bremerton Fast Ferry sailings in December 2022 under an agreement with the state. The state-funded Saturday sailings ended in April 2025, and the state-funded weekday sailings continue through August 2026. For the Seahawks Super Bowl Parade on February 11, 2026, Kitsap Transit added seven sailings on the Bremerton Fast Ferry and opened the upper deck on the Kingston Fast Ferry to meet demand.

Kitsap-based Seahawks fans flooded ferries across the county on their way to the Super Bowl LX parade in downtown Seattle on Feb. 11, 2026. Kitsap Fast Ferries carried a record 4,330 passengers this day, breaking daily ridership records on all three routes. In preparation for the event, Kitsap Transit assigned additional marine service crew, bus drivers, and customer service specialists. We communicated the service plan in advance and on the day of the event, manually tracked passenger loads on the Bremerton Fast Ferry in real time. Extra buses also operated on routes to ferry terminals to ensure everyone had a ride.



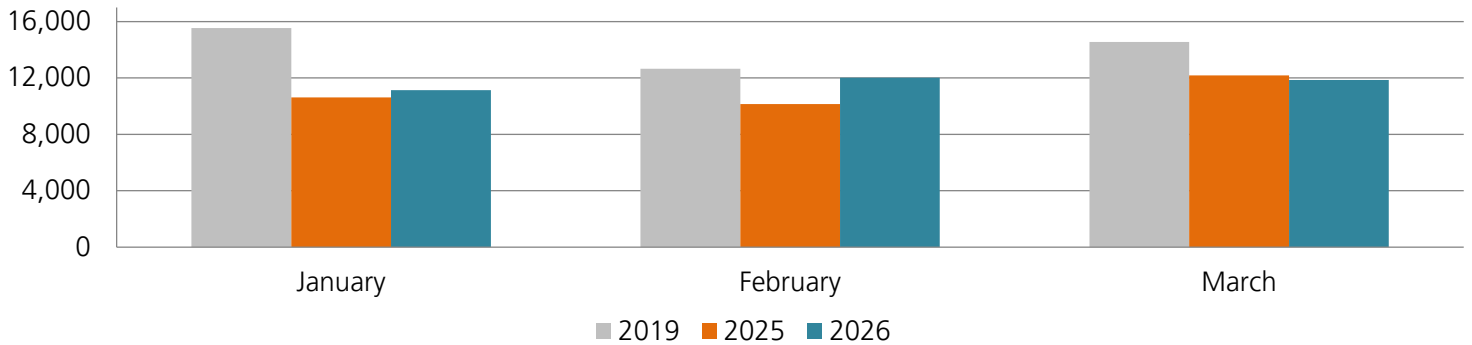
Average Daily Boardings Systemwide

Quarter to Quarter: Weekdays

AVERAGE DAILY BOARDINGS: WEEKDAYS	Quarter Comparison				
	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	5,514				5,514
ACCESS & VanLink	900				900
Worker/Driver	619				619
On-Demand/Dial-A-Ride	94				94
Foot Ferry	1,271				1,271
Fast Ferry	3,077				3,077
Vanpool	292				292
SYSTEMWIDE AVERAGE	11,767				11,767

Year over Year: Weekdays

Systemwide Weekday
Average Daily Boardings by Month



ORCA Tap to Pay went live in late February 2026 across the Puget Sound Region, including on Kitsap Transit buses. Tap to Pay lets riders pay their transit fare with contactless Visa, Mastercard, Discover Network, or American Express credit or debit cards on an ORCA card reader and with Apple Pay, Google Pay, or Samsung Pay via a smart device. Kitsap Transit ferries began accepting Tap to Pay for fare payment on May 1.



Average Daily Boardings Systemwide

Quarter to Quarter: Weekends

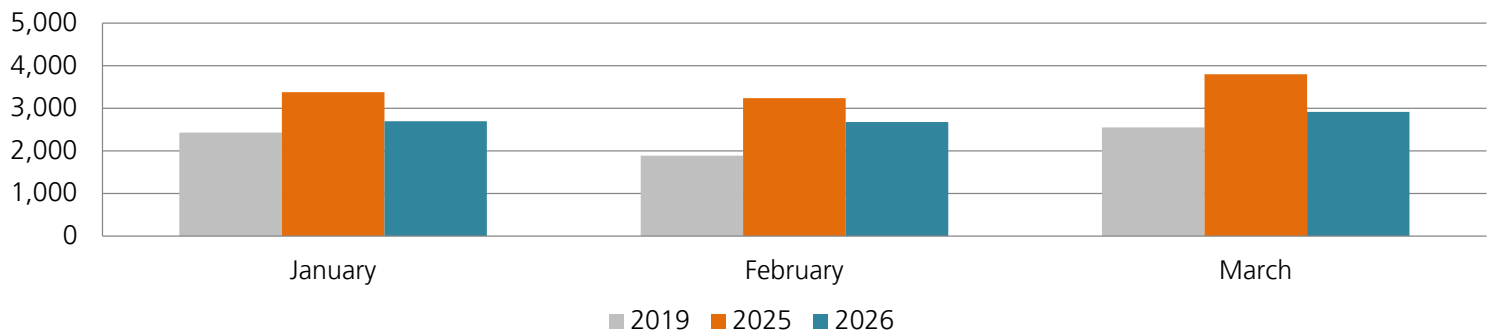
Quarter Comparison					
AVERAGE DAILY BOARDINGS: SATURDAYS	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	1,951				1,951
ACCESS & VanLink	389				389
On-Demand/Dial-A-Ride	81				81
Foot Ferry	338				338
Fast Ferry	N/A				N/A
SYSTEMWIDE AVERAGE	2,759				2,759

AVERAGE DAILY BOARDINGS: SUNDAYS	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	435				435
ACCESS & VanLink	21				21
On-Demand/Dial-A-Ride	181				181
Foot Ferry	148				148
SYSTEMWIDE AVERAGE	785				785

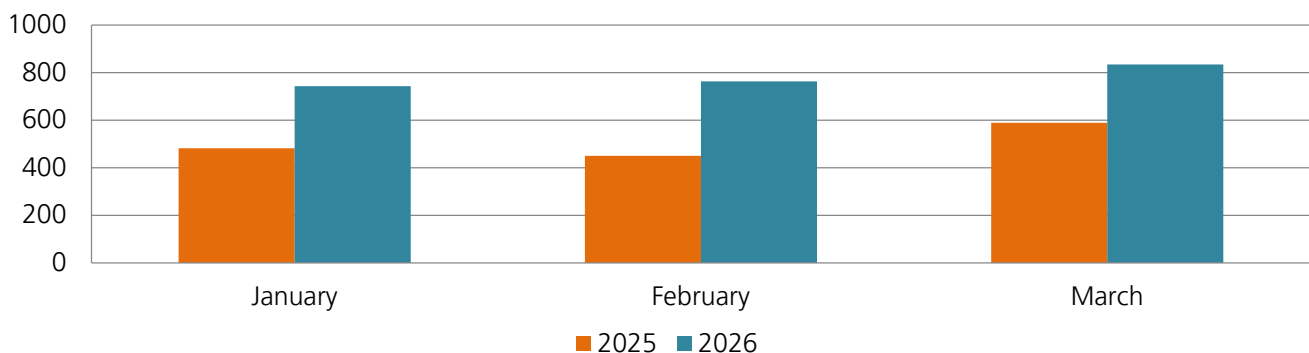
NOTE: Kitsap Transit began operating extra Bremerton Fast Ferry sailings in December 2022 under an agreement with the state. The state-funded Saturday sailings ended in April 2025, and the state-funded weekday sailings continue through August 2026. Fast ferries operate Saturday sailings from May through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

Year over Year: Weekends

Systemwide Average Daily Boardings by Month – Saturdays



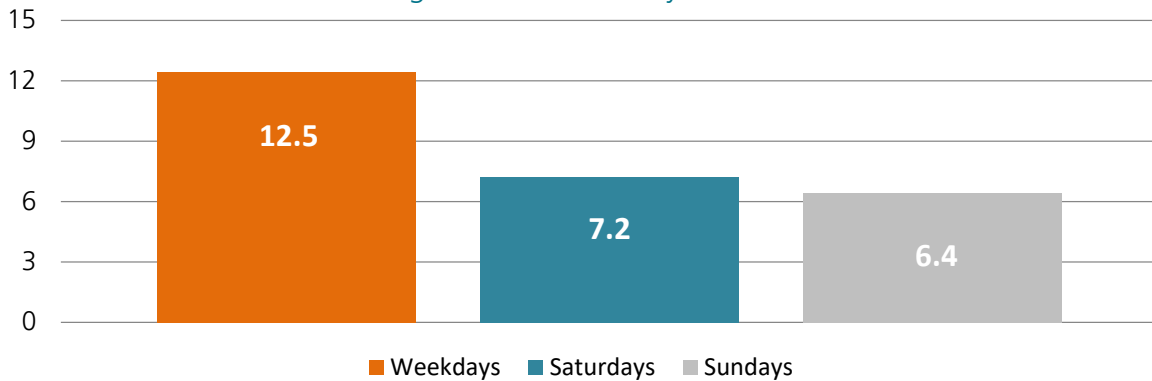
Systemwide Average Daily Boardings by Month – Sundays



Average Passengers Per Hour Systemwide

1st Quarter

2026 1st Quarter
Average PPH — Weekdays vs. Weekends



Average Fare Collected

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

1st Quarter

1 st Quarter, 2026					
AVERAGE FARE COLLECTED	January	February	March	QUARTER AVERAGE	2026 AVERAGE
Routed	\$1.14	\$1.09	\$1.12	\$1.12	\$1.12
ACCESS & VanLink	\$0.70	\$0.63	\$0.62	\$0.65	\$0.65
Worker/Driver	\$3.96	\$4.05	\$3.37	\$3.77	\$3.77
On-Demand/Dial-A-Ride	\$1.82	\$1.79	\$1.87	\$1.83	\$1.83
Foot Ferry	\$2.10	\$2.06	\$2.05	\$2.07	\$2.07
Fast Ferry	\$5.91	\$5.64	\$5.71	\$5.75	\$5.75
Vanpool	\$5.95	\$5.06	\$3.67	\$4.80	\$4.80
SYSTEMWIDE AVERAGE	\$2.63	\$2.54	\$2.50	\$2.55	\$2.55

Quarter to Quarter

Quarter Comparison					
AVERAGE FARE COLLECTED	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	\$1.12				
ACCESS & VanLink	\$0.65				
Worker/Driver	\$3.77				
On-Demand/Dial-A-Ride	\$1.83				
Foot Ferry	\$2.07				
Fast Ferry	\$5.75				
Vanpool	\$4.80				
SYSTEMWIDE AVERAGE	\$2.55				

Transfers

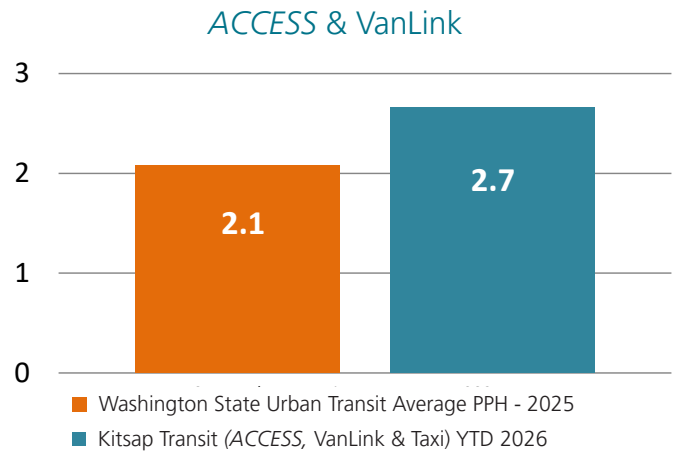
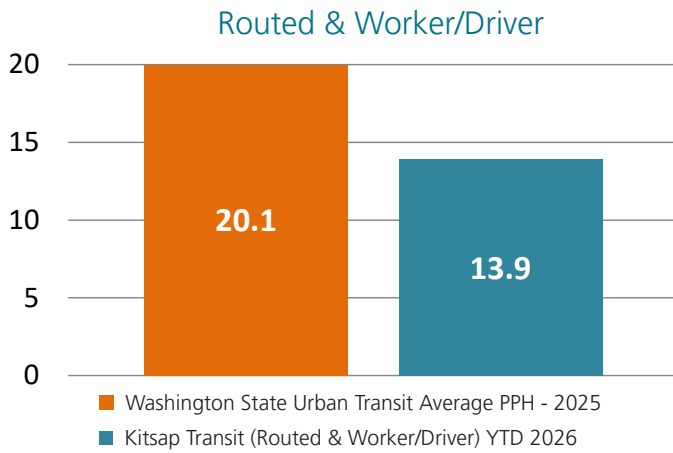
Transfer Percentage By Quarter

TRANSFERS	Quarter Comparison						
	Q1 2019	Q1 2025	Q1 2026	Q2 2026	Q3 2026	Q4 2026	YEAR TO DATE PERCENTAGE
Between KT and other transit agencies using ORCA	26%	25%	10%				10%
Between KT vehicles/vessels using ORCA	74%	75%	90%				90%

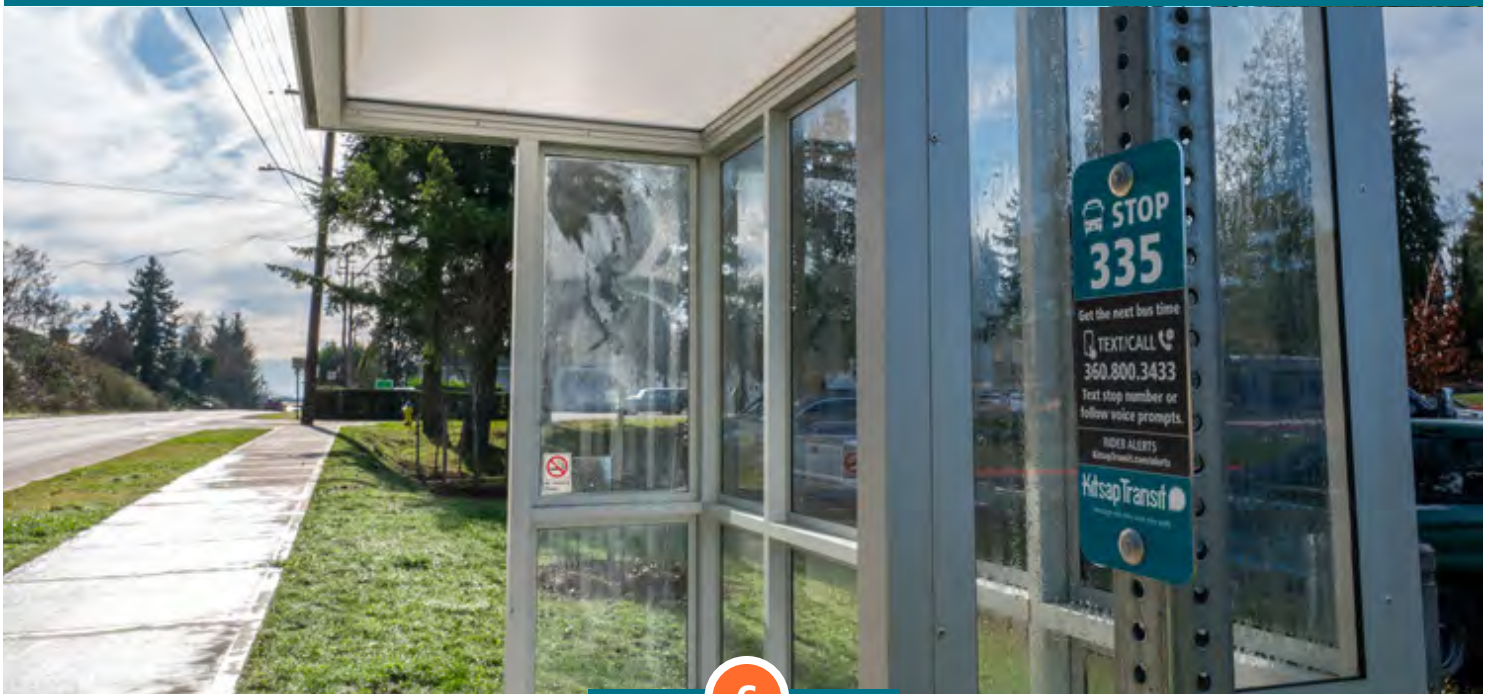
NOTE: Includes transfers between Kitsap Transit and Pierce, King County Metro, Community or Sound Transit made within two hours. On Oct. 1, 2025, Kitsap Transit stopped accepting transfers on Fast Ferry services.

Passengers Per Hour Systemwide

Washington State Urban Transit vs. Kitsap Transit Average



In January and February 2026, Kitsap Transit installed new Stop ID signs along several routes. These new signs are part of a pilot program for our text-for-next-arrival software, which allows bus riders to text or call to receive an estimated arrival time for the next buses at their stop. After the pilot phase, a Stop ID sign will be installed at every physical bus stop along our routes.



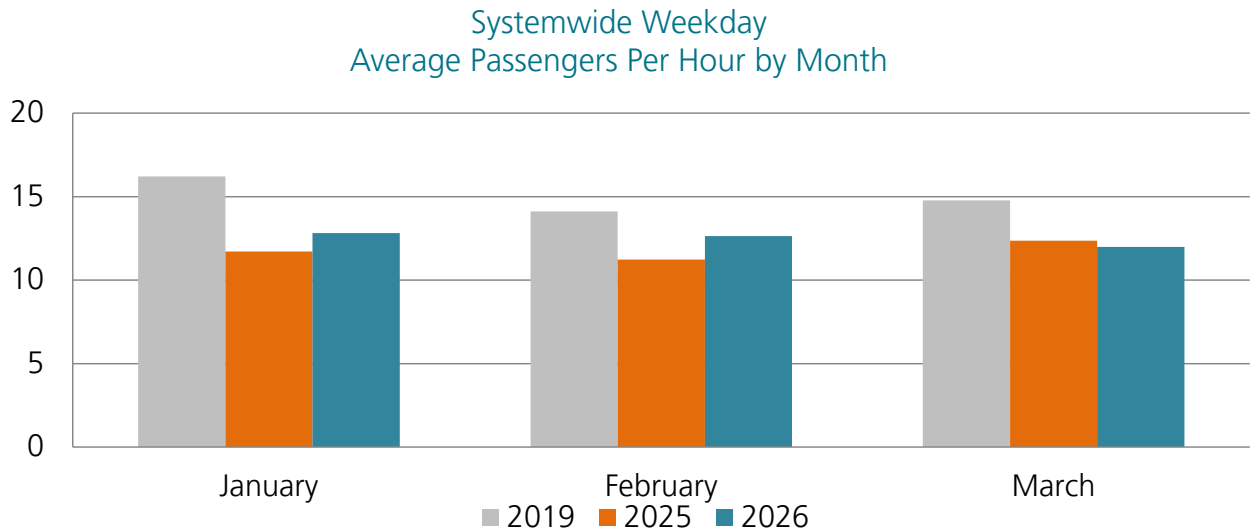
Passengers Per Hour Systemwide

Quarter to Quarter: Weekdays

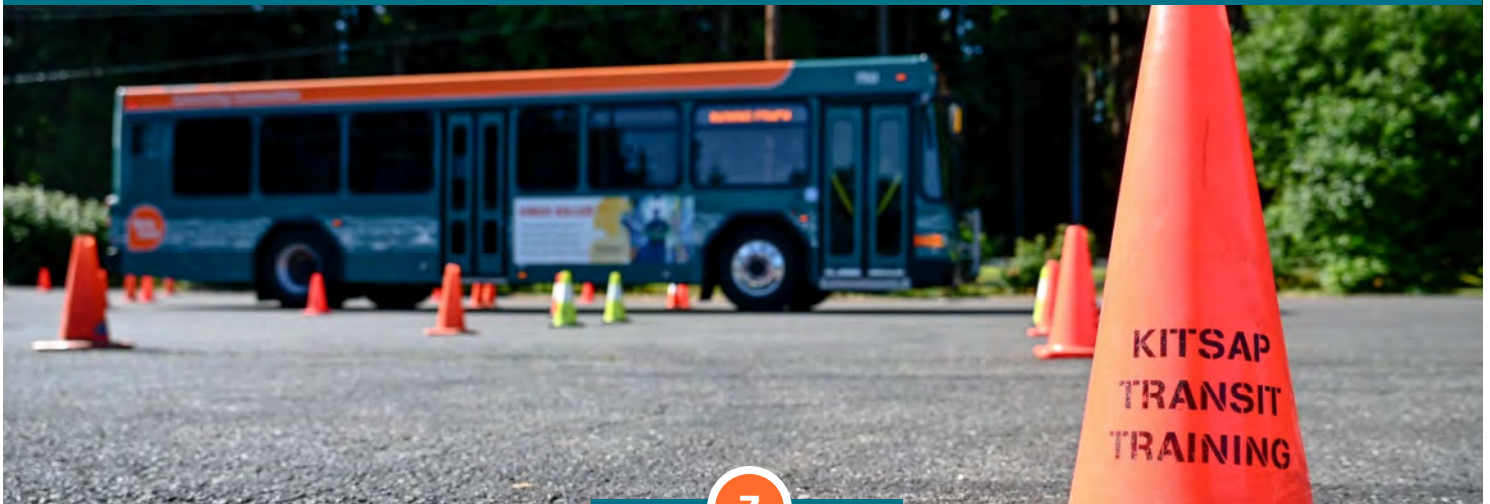
AVERAGE PASSENGERS PER HOUR: WEEKDAYS	Quarter Comparison				
	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	14.2				14.2
ACCESS & VanLink	2.7				2.7
Worker/Driver	14.7				14.7
On-Demand/Dial-A-Ride	2.4				2.4
Foot Ferry	60.2				60.2
Fast Ferry	73.4				73.4
Vanpool	3.9				3.9
SYSTEMWIDE AVERAGE	12.4				12.4

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

Year over Year: Weekdays



In the first quarter of 2026, Kitsap Transit learned it will receive a \$15 million grant from the Federal Transit Administration to build a regional bus-driver training facility that will enhance public safety and support transit agencies in Kitsap and neighboring counties. The training site will also feature two driving courses where trainees can practice driving buses for various scenarios and obtain the training hours required for a Commercial Driver License (CDL).



Passengers Per Hour Systemwide

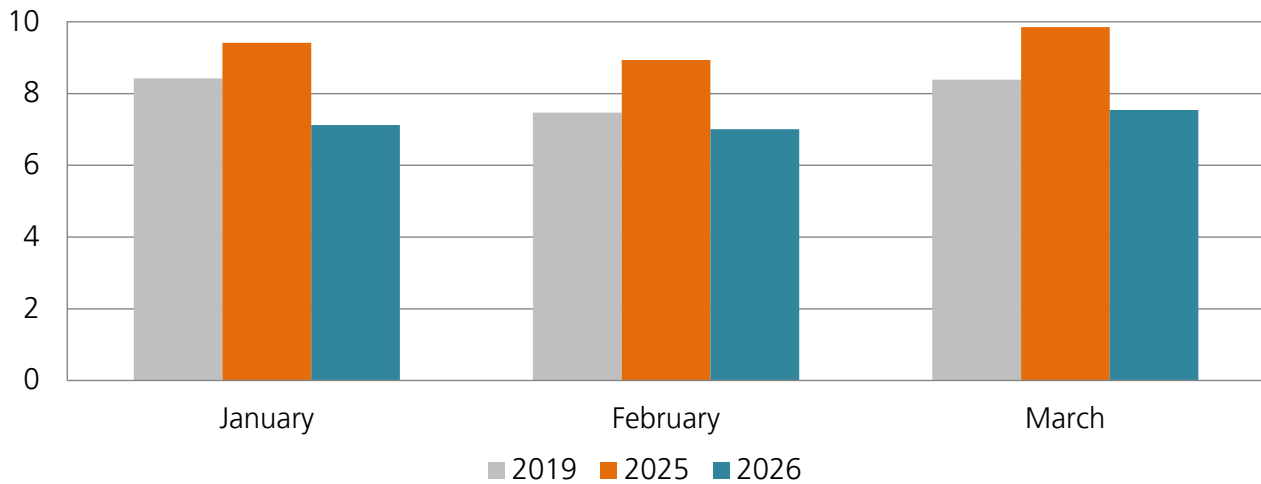
Quarter to Quarter: Weekends

Quarter Comparison					
AVERAGE PASSENGERS PER HOUR: SATURDAYS	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	10.7				10.7
ACCESS & VanLink	2.4				2.4
On-Demand/Dial-A-Ride	3.1				3.1
Foot Ferry	28.9				28.9
Fast Ferry	N/A				N/A
SYSTEMWIDE AVERAGE	7.2				7.2
AVERAGE PASSENGERS PER HOUR: SUNDAYS	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	10.6				10.6
ACCESS & VanLink	10.8				10.8
On-Demand/Dial-A-Ride	2.5				2.5
Foot Ferry	18.3				18.3
SYSTEMWIDE AVERAGE	6.4				6.4

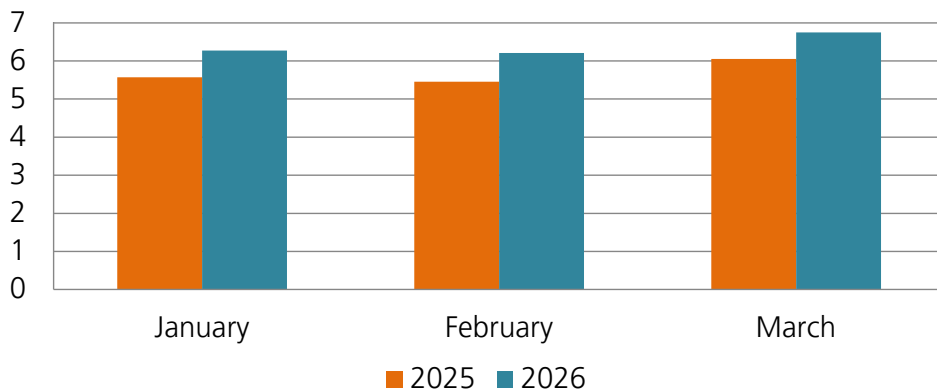
NOTE: Fast ferries operate Saturday sailings from May through September, with extended Saturday service on the Port Orchard Ferry.

Year over Year: Weekends

Systemwide Average Passengers Per Hour by Month – Saturdays



Systemwide Average Passengers Per Hour by Month – Sundays



Quarterly Transit Fund Financial Report

MARCH 2026



Kitsap Transit

6/2/2026

Summary Income Statement - Transit Fund

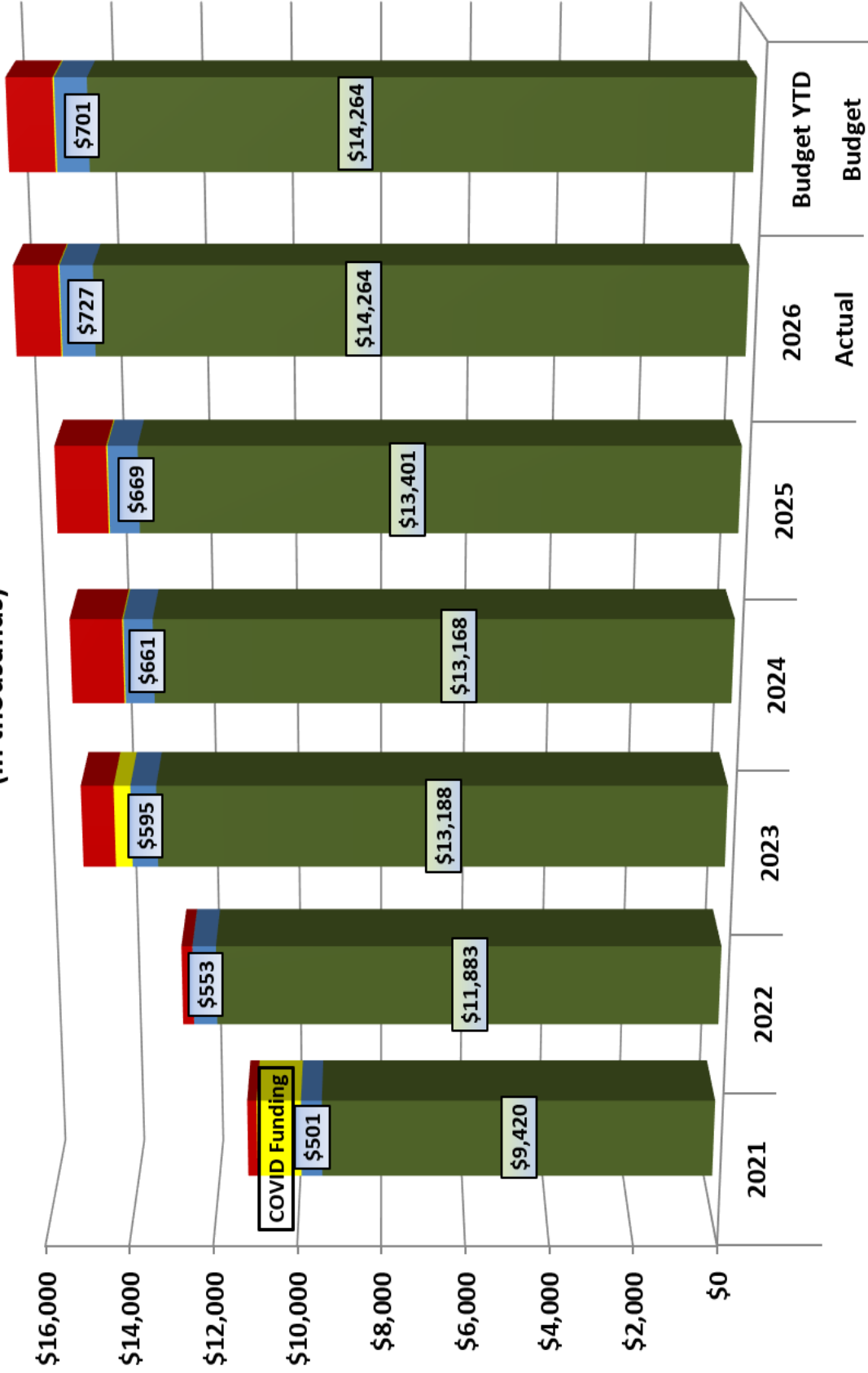
First Quarter - 2026

	Actual	Budget	Over / (Under) Budget		Notes
			(\$)	(%)	
OPERATING INCOME:					
ROUTED FARE	\$ 446,831	\$ 393,000	\$ 53,831	13.70%	
WORKER DRIVER FARE	149,527	188,200	(38,673)	-20.55%	W/D ridership & fare revenue slow to rebound from shut down
VANPOOL FARE	89,674	76,925	12,749	16.57%	
ACCESS FARE	40,896	42,600	(1,704)	-4.00%	
PARKING FEES	47,536	48,000	(464)	-0.97%	
ADVERTISING REVENUE	-	-	-		
LEASE INCOME	91,913	95,000	(3,087)	-3.25%	
OTHER OPERATING INCOME	6,501	7,500	(999)	-13.32%	
TOTAL OPERATING REVENUE	\$ 872,877	\$ 851,225	\$ 21,652	2.54%	
OPERATING EXPENSE:					
GENERAL ADMINISTRATION	\$ 1,376,481	\$ 1,654,237	\$ (277,756)	-16.79%	timing difference on professional services & contractual
CAPITAL/LONG RANGE PLANNING	197,078	239,293	(42,215)	-17.64%	
CUSTOMER SERVICE/INFORMATION	198,036	241,475	(43,439)	-17.99%	
ROUTED SERVICES	3,779,594	4,501,354	(721,760)	-16.03%	Timing difference on operator wages & benefits
WORKER DRIVER	279,078	345,298	(66,220)	-19.18%	
RIDESHARE	85,673	108,182	(22,508)	-20.81%	
ACCESS	3,275,053	3,398,883	(123,830)	-3.64%	
VEHICLE MAINTENANCE	2,834,027	2,907,835	(73,809)	-2.54%	
FACILITIES MAINTENANCE	1,169,710	1,109,184	60,526	5.46%	
SERVICE DEVELOPMENT	1,081,259	1,051,041	30,218	2.88%	
TOTAL OPERATING EXPENSES	\$ 14,275,990	\$ 15,556,782	\$ (1,280,792)	-8.23%	
OPERATING INCOME (LOSS)	\$ (13,403,112)	\$ (14,705,557)	\$ 1,302,445	-8.86%	
NON OPERATING INCOME (EXPENSE):					
SALES TAX	\$ 14,408,000	\$ 14,408,000	\$ -	0.00%	
OPERATING GRANTS (SNPT / RM / WA REV)	26,888	31,250	(4,363)	-13.96%	
OTHER OPERATING GRANTS (CTR / PM)	-	-	-		
INTEREST INCOME	1,039,461	960,000	79,461	8.28%	
MISC INCOME (EXPENSE)	(5,919)	-	(5,919)		
INTEREST EXPENSE	-	-	-		
GAIN OR LOSS ON DISPOSITION OF ASSET	230	-	230		
DEPRECIATION EXPENSE	(2,231,660)	(2,625,000)	393,340	-14.98%	
AMORTIZATION EXPENSE	(16,580)	(16,581)	1	0.00%	
SALES TAX COLLECTION FEE	(144,080)	(144,080)	-	0.00%	
NON OPERATING REVENUE, NET	\$ 13,076,339	\$ 12,613,589	\$ 462,750	3.67%	
NET INCOME (LOSS)	\$ (326,774)	\$ (2,091,968)	\$ 1,765,194		

Total Revenue - Transit Fund

Year to Date - March

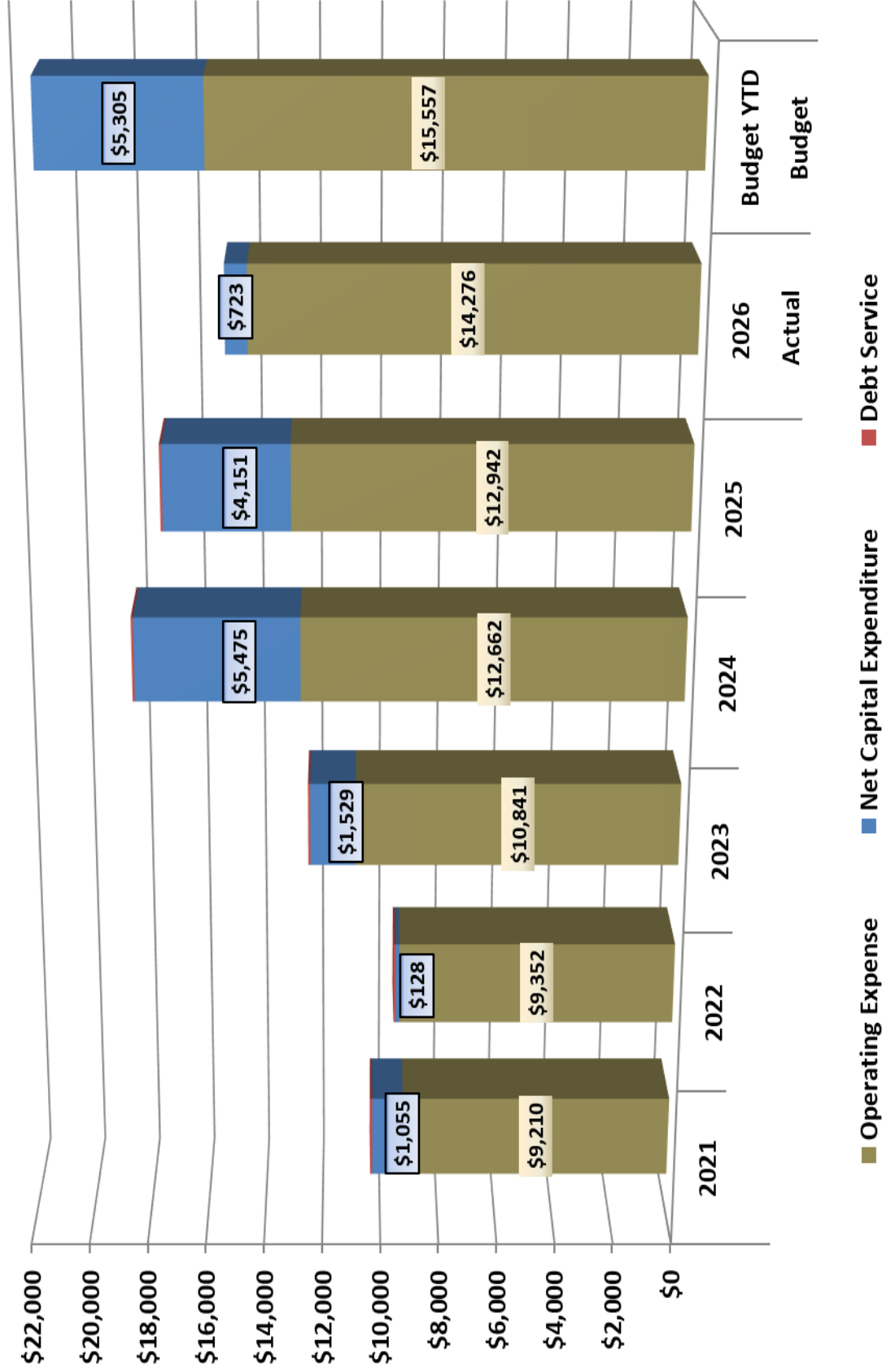
(in thousands)



■ Net Sales Tax
 ■ Fare Revenue
 ■ Operating Grants
 ■ Other Revenue

Total Net Expenditures - Transit Fund

Year to Date - March
(in thousands)



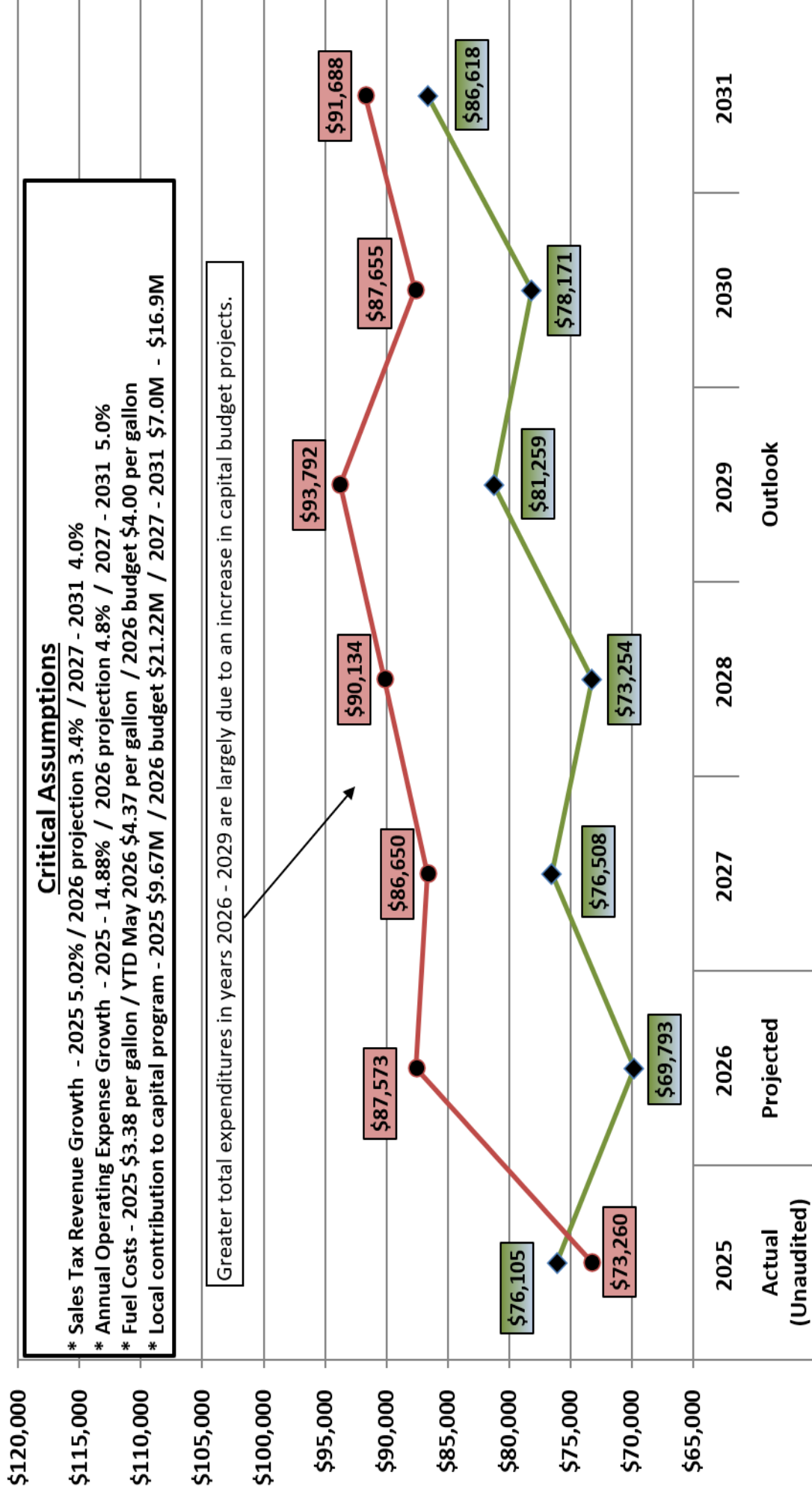
Total Revenues and Expenditures - Transit Fund

(in thousands)

Critical Assumptions

- * Sales Tax Revenue Growth - 2025 5.02% / 2026 projection 3.4% / 2027 - 2031 4.0%
- * Annual Operating Expense Growth - 2025 - 14.88% / 2026 projection 4.8% / 2027 - 2031 5.0%
- * Fuel Costs - 2025 \$3.38 per gallon / YTD May 2026 \$4.37 per gallon / 2026 budget \$4.00 per gallon
- * Local contribution to capital program - 2025 \$9.67M / 2026 budget \$21.22M / 2027 - 2031 \$7.0M - \$16.9M

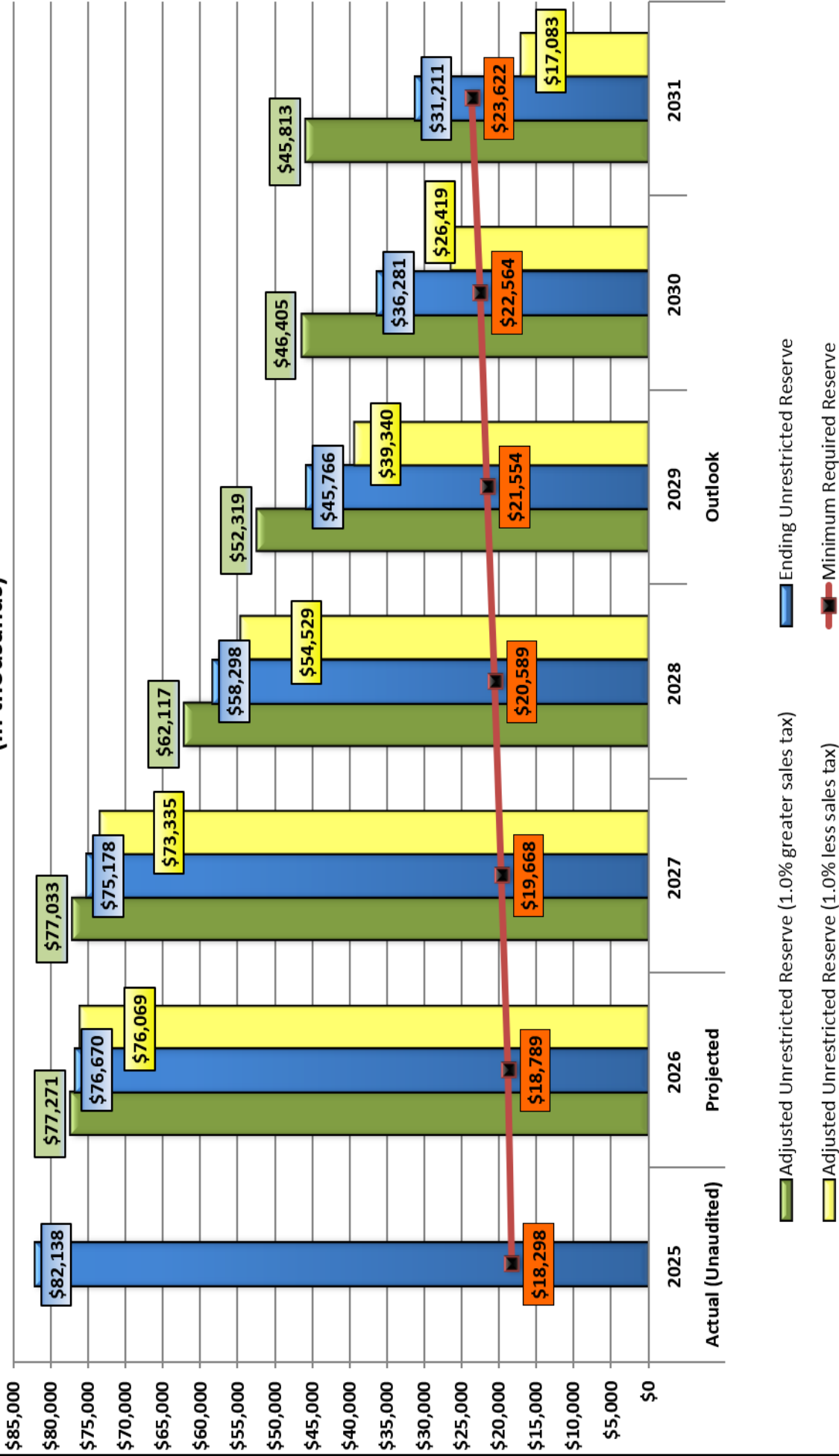
Greater total expenditures in years 2026 - 2029 are largely due to an increase in capital budget projects.



◆ Total Expenditures (Ops Exp, Debt Serv, Net Cap Exp) ● Total Revenues (Sales Tax, Fares, Operating Grants, Other)

Unrestricted Reserve - Transit Fund

(in thousands)



Quarterly Ferry Fund Financial Report

MARCH 2026



Summary Income Statement - Ferry Fund

First Quarter - 2026

	Actual	Budget	Over / (Under) Budget		Notes
			(\$)	(%)	
OPERATING INCOME:					
LOCAL FERRIES	\$ 181,488	\$ 169,900	\$ 11,588	6.82%	
BREMERTON FAST FERRY	681,231	679,600	1,631	0.24%	
KINGSTON FAST FERRY	162,915	157,300	5,615	3.57%	
SOUTHWORTH FERRY	288,237	267,300	20,937	7.83%	
TOTAL OPERATING REVENUE	\$ 1,313,871	\$ 1,274,100	\$ 39,771	3.12%	
OPERATING EXPENSE:					
GENERAL ADMINISTRATION	\$ 661,281	\$ 686,911	\$ (25,630)	-3.73%	
LOCAL FERRY	364,659	532,095	(167,437)	-31.47%	Wages & Benefits less than budget
BREMERTON FAST FERRY	910,368	885,604	24,764	2.80%	
KINGSTON FAST FERRY	893,489	931,846	(38,357)	-4.12%	
SOUTHWORTH FERRY	832,259	905,088	(72,828)	-8.05%	
MAINTENANCE AND FACILITIES	1,453,896	2,611,231	(1,157,335)	-44.32%	Timing difference on vessel preventative maint.
TOTAL OPERATING EXPENSES	\$ 5,115,952	\$ 6,552,775	\$ (1,436,823)	-21.93%	
OPERATING INCOME (LOSS)	\$ (3,802,081)	\$ (5,278,675)	\$ 1,476,594	-27.97%	
NON OPERATING INCOME (EXPENSE):					
SALES TAX	\$ 5,402,000	\$ 5,402,000	\$ -	0.00%	
OPERATING GRANTS	-	200,000	(200,000)	-100.00%	
INTEREST INCOME	176,785	126,000	50,785	40.31%	
INTEREST EXPENSE	(171,234)	(156,000)	(15,234)	9.77%	
DEPRECIATION EXPENSE	(1,178,373)	(975,000)	(203,373)	20.86%	
AMORTIZATION EXPENSE	(3,040)	(\$3,039)	(1)	0.03%	
SALES TAX COLLECTION FEE	(54,020)	(54,020)	-	0.00%	
NON OPERATING REVENUE, NET	\$ 4,172,118	\$ 4,539,941	\$ (367,823)	-8.10%	
NET INCOME (LOSS)	\$ 370,037	\$ (738,734)	\$ 1,108,771	-150.09%	

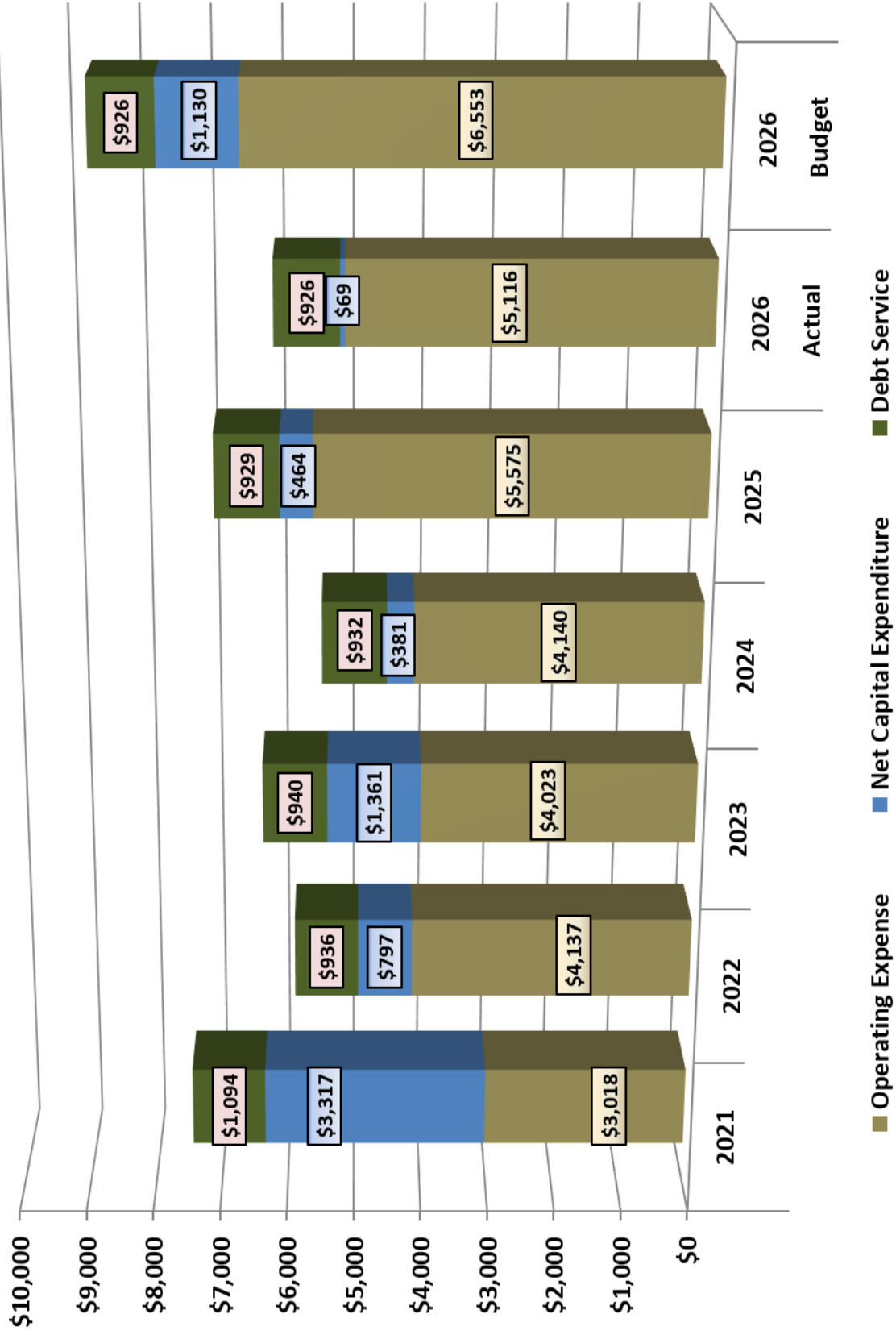
Total Revenue - Ferry Fund

Year to Date - March
(in thousands)



Total Net Expenditures - Ferry Fund

Year to Date - March
(in thousands)



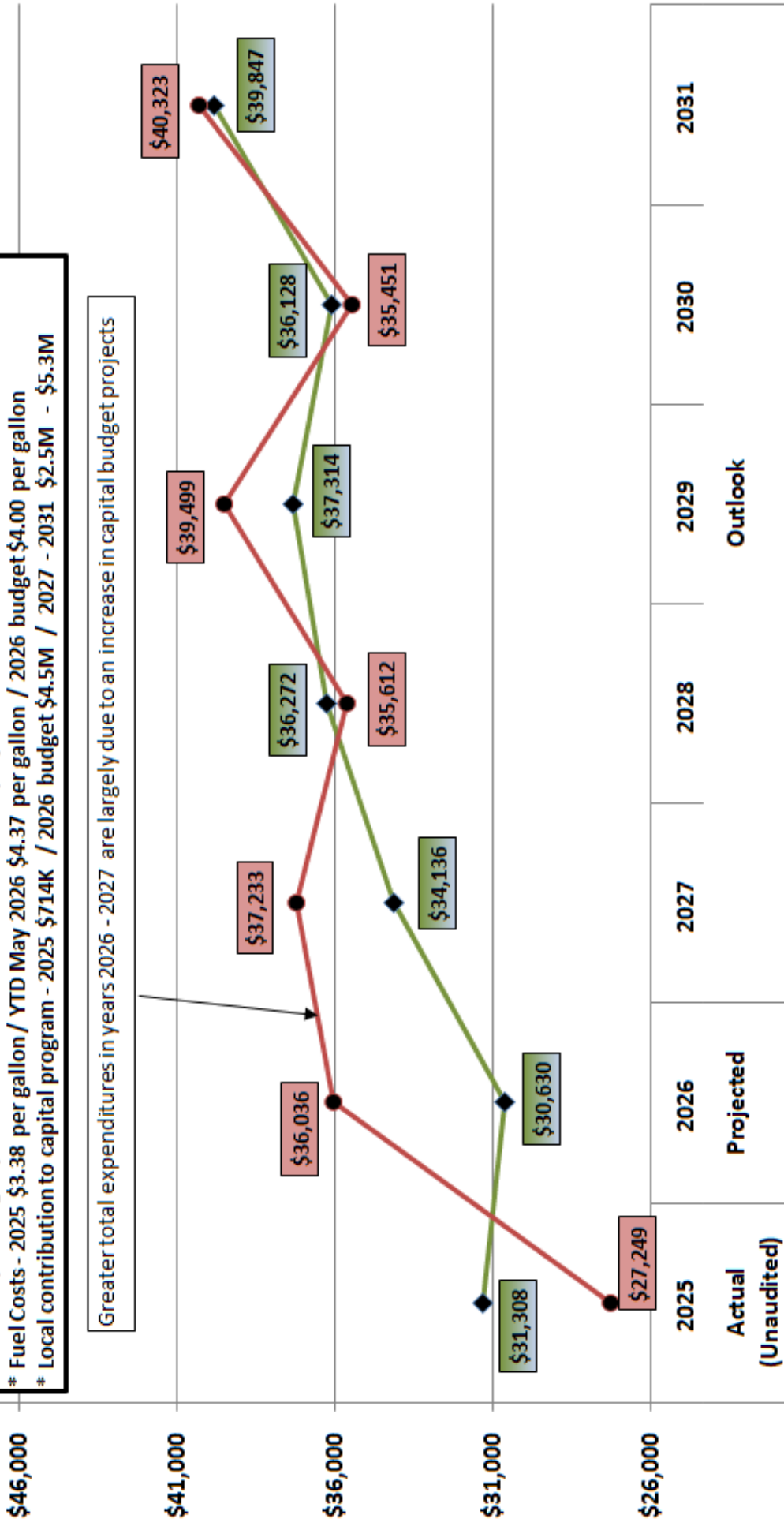
Total Revenues and Expenditures - Ferry Fund

(in thousands)

Critical Assumptions

- * Sales Tax Revenue Growth - 2025 5.02% / 2026 projection 3.4% / 2027 - 2031 4.0%
- * Annual Operating Expense Growth - 2025 10.19% / 2026 projection 21.87% / 2027 - 2031 5.0%
- * Fuel Costs - 2025 \$3.38 per gallon / YTD May 2026 \$4.37 per gallon / 2026 budget \$4.00 per gallon
- * Local contribution to capital program - 2025 \$714K / 2026 budget \$4.5M / 2027 - 2031 \$2.5M - \$5.3M

Greater total expenditures in years 2026 - 2027 are largely due to an increase in capital budget projects



◆ Total Revenues (Sales Tax, Fares, Operating Grants, Other) ● Total Expenditures (Ops Exp, Debt Serv, Net Cap Exp)

Unrestricted Reserve - Ferry Fund

(in thousands)

