BOARD OF COMMISSIONERS
MEETING AGENDA

Date: September 1, 2026
Time: 10:30 AM – 12:00 PM

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: **September 1st, 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 Shinners, 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 September 1st, 2026, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for June 1st, 2026, through June 30th, 2026:

- Warrant numbers transit fund 177259 to 177566 of $1,811,216
- Warrant numbers ferry fund 610448 to 610552 of $2,918,301
- Payroll account disbursements of $3,991,506
- ACH clearing account payments of $147,152
- Travel account disbursements of $9,040
- Purchasing card disbursements of $67,318

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 1st day of September 2026.

____
Katherine T. Walters, Chairperson

ATTEST:

____
Jackie Bidon, Clerk of the Board

MEMORANDUM

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As of September 1st, 2026, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for July 1st, 2026, through July 31st, 2026:

- Warrant numbers transit fund 177567 to 177922 of $3,282,790
- Warrant numbers ferry fund 610553 to 610636 of $2,353,617
- Payroll account disbursements of $3,994,360
- ACH clearing account payments of $115,980
- Travel account disbursements of $14,934
- Purchasing card disbursements of $73,403

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 1st day of September 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING
MINUTES OF July 7, 2026

DRAFT

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

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

Also Present: David Weibel, Legal Counsel, *attended virtual*

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/HP1FdnmtFN7rPN3d0Oovfx0SMeseB07GieuMU7eCdAbtCLMk-sw90ty_9vzYsNGJ.-NwRdgEczntB5u3z Passcode: 1B=**Wcc

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

2. AGENDA REVIEW

Upon review by the Board, the agenda remained unchanged.

3. CHAIRPERSON'S COMMENTS

0:00:26, Chairperson Walters thanked Executive Director Clauson for providing the Kitsap Transit branded FIFA World Cup scarves, noting they were very well received. She reported that yesterday marked the final official Fan Zone activation. Although the game outcome was disappointing, the events were marked by strong community spirit and engagement.

She expressed appreciation for Kitsap Transit's extensive pre-planning efforts, saying she looks forward to the upcoming debrief. She emphasized that the activations were a great opportunity to bring the community together and thanked staff for their work.

Chairperson Walters reminded the Board that the extended ferry service will continue only through August, now that the World Cup is concluding, and noted that community feedback regarding continuation of the additional service is expected.

4. COMMUNITY ADVISORY COMMITTEE REPORT

0:01:30, Executive Director Clauson reported on the Community Advisory Committee's (CAC) meeting, highlighting positive feedback on bus stop pole wraps, additional Orca card readers on the Bremerton ferry runs, and updated bike racks. There was also discussion regarding educating passengers on guide dogs on the bus, issues with the recorded stop announcement on some of the buses, and a presentation of the 2026 – 2031 Transit Development Plan.

The CAC discussed ongoing issues with the crossover ramps on the Bremerton ferry docks, noting that scooter and wheelchair users are experiencing difficulties. Marine Services Director Nick Zylstra presented photos illustrating the concerns and assured members that staff are actively working to address and correct the challenges.

The CAC Chair provided a reminder to committee members regarding compliance with the Open Meetings Act. Members were advised not to respond to group communications in a manner that could constitute a serial meeting. If a member has information they wish to distribute to the full committee, it should be sent to the Chair or to Charlotte, who can then ensure it is shared appropriately with all members in advance. This process helps prevent any inadvertent violation of the Open Meetings Act.

5. CONSENT / ACTION ITEM:

a. Warrants for May 2026
   - Warrant numbers transit fund 176955 to 177258 of $3,062,488
   - Warrant numbers ferry fund 610339 to 610447 of $3,073,342
   - Payroll account disbursements of $4,008,837
   - ACH clearing account payments of $93,593
   - Travel account disbursements of $6,367
   - Purchasing card disbursements of $80,064

b. Minutes of June 2, 2026

c. Resolution No. 26-40, Renewal of CAC Member

0:05:36, **Mayor Putaansuu moved and Councilmember Rosapepe seconded the motion to approve the Consent Agenda.**

Discussion:

None.

Motion passed unanimously.

6. PUBLIC HEARING

a. Presentation: Transit Development Plan 2026-2031
   Hyperlink for 2026-2031 TDP https://www.kitsaptransit.com/uploads/pdf/planning/2026-2031tdpplan-draft.pdf

0:06:41, Transportation and Land Use Planner Ed Coviello shared that the Transit Development Plan (TDP) is required by state law and is an annual report provided to the State Department of Transportation and the Puget Sound Regional Council. He added that the report is a guide document for the commissioners and public to see where Kitsap Transit is going in the next five years.

Mr. Coviello presented the 2026 – 2031 Transit Development Plan, highlighting key 2025 accomplishments including the receipt of five electric coaches, a three and a half percent ridership increase, and expanded Sunday service to Bainbridge Island and Poulsbo. The plan includes future goals such as constructing a training facility, completing the Ruby Creek Park & Ride, and installing inductive chargers at transit centers, with delivery of new electric and diesel buses expected in 2026.

0:14:18, Board discussion included the need for a roundtable retreat with transportation departments to address future funding challenges and transit solutions as the community densifies.

016:20, Chairperson Walters opened the Public Comment portion of the Public Hearing.

PUBLIC HEARING PUBLIC COMMENTS

0:16:50, Pete Brady of Bainbridge Island expressed concerns that the plan was incomplete and lacked sufficient justification. He specifically noted issues with outdated financial information and low bus ridership.

0:19:44, Chairperson Walters closed the Public Comment portion of the Public Hearing.

7. FULL DISCUSSION / ACTION ITEMS

a. Resolution No. 26-41, Adopt 2026-2031 Transit Development Plan

0:20:08, **Mayor Putaansuu moved and Mayor Wheeler seconded the motion to adopt Resolution No. 26-41, adopting the 2026-2031 Transit Development Plan.**

Discussion:

DRAFT

0:20:29, Board discussion covered the "to be updated" and "Draft" markings in the Transit Development Plan (TDP); the need to distribute the updated plan and publish it on the website; PSNS low ridership figures; the amount of Federal Government funding; and Kitsap Transit's ongoing efforts to increase ridership, including potential options involving Bangor Base. The Board also discussed Kitsap Transit's Long-Range Transit Plan, community engagement on future transit needs, and the anticipated update in 2027.

Motion passed unanimously.

b. Resolution No. 26-42, Approve 2026 3rd Quarter Procurements

0:36:16, Executive Director Clauson reported that the resolution seeks authorization to proceed with bidding for the Bremerton Dock Gangway Resurfacing Project, which is the only procurement project scheduled for the third quarter.

*0:37:*13, **Mayor Stern moved and Mayor Moriwaki seconded the motion to adopt Resolution No. 26-42, authorizing Kitsap Transit staff to go to bid for the item listed in the third quarter procurement list.**

Discussion:

None.

Motion passed unanimously.

c. Resolution No. 26-43, Award Contract KT 26-031 WBTC P&R Redevelopment Design

0:38:05, Executive Director Clauson reported that the resolution awards the contract to the Transpo Group for the West Bremerton Transit Center redevelopment. He explained that the contract will provide 20 percent design work, which is required for the National Environmental Protection Act (NEPA) process, and will support development of the demolition plan for the West Bremerton Bowling Alley.

Discussion:

0:40:56, Board discussion included the project cost, the potential to salvage materials, and the anticipated timeline for demolition.

0:42:22, Service and Capital Development Director Steffani Lillie explained that demolition is expected to be at least a year out due to NEPA requirements and the possibility of hazardous materials on site. She noted that the NEPA process begins after the 20 percent design is completed and submitted, which itself takes a minimum of six months.

0:43:09, **Councilmember Rosapepe moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 26-43, authorizing staff to award KT 26-031 WBTC Park and Ride Redevelopment Design in the amount of one million three hundred forty-four thousand two hundred thirty-nine dollars ($1,344,239) to Transpo Group.**

Motion passed unanimously.

d. Resolution No. 26-44, Award KT 26-040 Finest 2-Year USCG to NBBB

0:44:08, Executive Director Clauson reported that staff are requesting authorization to award a contract to Nichols Brothers Boat Builders to haul the Finest out of the water for its two-year United States Coast Guard (USCG) inspection.

Discussion:

0:45:21, Board discussion included the cost associated with the required two-year Coast Guard inspection and whether the inspection could be extended beyond the mandated interval.

*0:46:*12, **Mayor Putaansuu moved and Mayor Stern seconded the motion to adopt Resolution No. 26-44, authorizing staff to award KT 26-040 M/V Finest two-year USCG Inspection to Nichols Brothers Boat Builders in the amount of three hundred forty-eight thousand five hundred eighty dollars ($348,580).**

Motion passed unanimously.

8. EXECUTIVE DIRECTOR ITEMS

0:47:00, Executive Director Clauson reminded the Board of the upcoming Board Retreat scheduled for Tuesday, July 21, 2026, from 8:30 AM to 2:30 PM. Kelly Johnston of Clarity Consulting will be contacting Board members to gather topics for discussion at the retreat.

He also invited Board members to attend the Peninsula Cup Roadeo on Sunday, July 12, 2026, at South Kitsap High School, beginning at 9:00 AM.

Executive Director Clauson addressed actions taken by Kitsap Transit in response to two public comments included in the Board packet.

- A passenger expressed safety concerns regarding the increased step-to-ground distance of approximately two inches on the new *ACCESS* buses.
  - Staff contacted the passenger and offered the option of using the wheelchair lift for boarding and deboarding.
  - Staff are reviewing available options to improve boarding and deboarding to mitigate the concern.
- A public comment regarding overcrowding on the Kingston Fast Ferry on June 11 was also addressed.

DRAFT

- A Rider Alert was sent to subscribers of the Kingston Fast Ferry alert system.
- An explanation of the incident and internal review was provided to Board members, along with a summary of corrective actions to prevent recurrence.
- A response was sent to members of the public who contacted Executive Director Clauson directly.
- Customer Service issued direct responses to complaints.
- Additional questions submitted by a member of the public were answered by the Public Records Officer.
- Kitsap Transit has implemented new internal procedures to avoid similar issues in the future.
- A Rider Alert was sent to all subscribers outlining the situation and the new procedures established as a result.

Executive Director Clauson provided an update on World Cup support services, noting that preliminary ferry ridership numbers were strong, with some routes reaching capacity. The Bremerton–Seattle sailings performed particularly well, with ridership maxing out at 118 passengers on certain trips. In contrast, bus services including local boats and extended routes experienced low utilization, with most additional bus trips carrying minimal ridership. He expressed pride in Kitsap Transit staff efforts despite the overall performance.

He extended an invitation for a side trip to Indiana to tour a propane bus manufacturing facility. The opportunity is available in October to Board members attending the APTA conference as well as those not attending.

Executive Director Clauson reported positive results from the downtown shuttle service operating on Bainbridge Island on Saturdays through September 30. The service has been performing well and may serve as a model for similar opportunities in Port Orchard.

Executive Director Clauson announced that the state auditor's review of Kitsap Transit's National Transit Database (NTD) reporting found no issues, confirming that ridership data is being accurately reported to the federal government.

1:09:22, Board discussion included a review of the World Cup preparations, noting that although planning was thorough, the event did not draw the anticipated large crowds. Board members commended Kitsap Transit and its community partners for their extensive preparation and effective coordination, with specific recognition given to Sanjay Bhatt for his leadership role. The event was regarded as a valuable learning opportunity for future large-scale events such as the Super Bowl parade or World Series parade. Positive feedback was shared regarding the community collaboration and the successful implementation of new services, including contactless payment on transit.

9. STAFF RECOGNITION / PROGRESS REPORTS

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

DRAFT

0:32:22, Thomas Gilbert, Routed Manager, recognized the Routed Driver of the Month for May 2026, Krystal Brown.

0:34:13, Cyndi Griffey, Worker/Driver Manager, recognized the Worker/Driver of the Month for May 2026, Ian Hathaway.

0:34:51, Jeff Vinecourt, *ACCESS* Manager recognized the *ACCESS* Driver of the Month for May 2026, Robert Floyd.

b. July 2026 Report from KT Lobbyist
c. Minutes of April 2026, Community Advisory Committee Meeting
d. Minutes of May 2026, Community Advisory Committee Meeting
e. Draft Financial Reports through May 2026
f. Capital Work in Progress May 2026
g. Fuel Costs Report through the end of June 2026

10. PUBLIC COMMENTS

1:20:47, Pete Brady of Bainbridge Island commented on Kitsap Transit's spending in relation to demonstrated need, citing the Worker/Driver program as an example. He noted the program's low ridership despite the use of 40-seat buses and stated that he does not understand the program or feel that it makes sense.

11. FOR THE GOOD OF THE ORDER:

1:22:10, Board members expressed appreciation for Kitsap Transit's bus operators and their focus on safety on the roadways. An update was provided on the Poulsbo Edward Rose Development, known as the Oslo Apartments, noting that 168 units, the first phase, are expected to be operable by year-end. The discussion concluded with updates on transit improvements, including new bus stop striping and signage, and a reminder that there will be no transit meetings held in August.

12. ADJOURN: At 11:55 AM, Chairperson Walters adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 1st day of September, 2026.

Attest: ______________________________ Katherine T. Walters, Chairperson

____
Jackie Bidon, Clerk of the Board

DRAFT

PUBLIC COMMENTS

Received by the Clerk of the Board

Presented at the Kitsap Transit Board of Commissioners Meeting July 7, 2026

From: Mary Ann Edwards
To: Jackie Bidon
Subject: [EXTERNAL] New Access buses
Date: Wednesday, June 10, 2026 8:00:43 PM

Hello. Last year I contacted Kitsap Access via online email and made a complaint about the increase in height from the ground to the first step upon getting on a new Access bus. Getting off of the bus, it is the final step and it is higher from the ground than the other Access buses. As a result, I almost fell when getting off of the bus; fortunately I held on tightly to the open doors to prevent a fall. While I realize that it appears to be a design issue, nothing has been done about it. I sent the email to advise Kitsap Transit of a safety issue so that they would have notice of a hazardous situation.

I am increasingly concerned because a woman using two canes fell to the ground upon exiting the bus via the stairs. It is my understanding that she injured her jaw area; I do not know if she sustained any other injuries.

I knew that this would happen to someone. I would appreciate it if you could discuss with the Board possible solutions in an effort to avoid future injuries.

Thank you for your attention to this matter.

Regards,

Mary Ann Edwards
Bainbridge Island

From:	James Beatty
To:	Jackie Bidon
Cc:	kwalters@kitsap.gov; cmoriwaki@bainbridgewa.gov; crolfes@kitsap.gov; oroot@kitsap.gov; greg.wheeler@ci.bremerton.wa.us; jane.rebelowski@ci.bremerton.wa.us; estern@cityofpoulsbo.com; rputaansuu@cityofportorchard.us; jrosapepe@portorchardwa.gov
Subject:	[EXTERNAL] Public Comment: Boarding failure, 3:20 PM Seattle–Kingston sailing, June 11
Date:	Monday, June 15, 2026 6:31:47 AM

To the Kitsap Transit Board of Commissioners,

My name is James Allan Beatty. I am a Kingston resident and a frequent commuter on the Kitsap Transit fast ferry. I am writing to formally document a boarding failure on the 3:20 PM Seattle-to-Kingston sailing today, Thursday, June 11, and I request that this be entered into the public record for the next Board meeting.

Reliable fast ferry service was one of the main reasons I was able to move to Kingston, a place I genuinely enjoy living. Up to this point that service has been dependable. I understand that sailings are occasionally canceled for weather or other unpreventable events, and I have never had an issue with that. What happened today was different, because it was preventable.

I was waiting in line at the Pier 50 terminal in Seattle for the 3:20 PM departure. Roughly 75 passengers were queued ahead of the sailing. Shortly before boarding, a large school group with chaperones was brought to the front and loaded first. As a result, only about 20 of the approximately 75 passengers who had been waiting in line were able to board. The rest of us were left behind.

When passengers asked staff what was happening, we were told the group "had to be together so they could be counted." Staff also stated that they had been informed of this group approximately 90 minutes before the sailing. This appeared to be a school trip, which by its nature requires advance planning. Kitsap Transit therefore had both notice and time to act, and at least two straightforward ways to do so. The agency could have sent a notice through its alert system, to which I subscribe, informing riders that capacity on the 3:20 sailing would be limited. Alternatively, the staff working the terminal could simply have told those of us in line that we were unlikely to board. Neither happened. We were given no warning until passengers were already being turned away at the gate.

I would also note the downstream impact. Approximately 55 displaced passengers were pushed onto the following departure, compounding crowding and delay for the commuters already scheduled on that sailing. A single boarding decision therefore affected far more riders than those standing at Pier 50 this afternoon.

To be clear, my objection is not that a school group was traveling. It is that Kitsap Transit had advance notice, prioritized the group over passengers already waiting in line, and failed to communicate any of it through the very channels that exist for exactly this purpose. The result is that I now find myself looking into alternative ways to travel to and from downtown Seattle, because today gave me reason to doubt that Kitsap Transit has its riders' interests in mind, despite the fact that this service is supported by my fares and my tax dollars.

I request written answers to the following:

1. What is Kitsap Transit's policy for boarding large pre-arranged groups ahead of passengers already waiting in the standard queue?
2. Given that staff had approximately 90 minutes of advance notice, why was no alert issued and no announcement made to waiting passengers that capacity would be limited?
3. What specific changes will Kitsap Transit implement to ensure that, when a known group will consume most of a sailing's capacity, riders are notified in advance through the alert system or at the terminal?

I will not be attending a Board meeting in person, but I am requesting a written response that includes a specific, actionable plan to prevent a recurrence.

I hope your response is prompt and sufficient to restore my confidence in this service, so that I can continue to support it with my fares, my tax dollars, and my vote.

Thank you for your attention to this matter.

Sincerely,
James Allan Beatty
Kingston, WA
(206) 900-2765
jamesbeatty@gmail.com

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING
MINUTES OF July 21, 2026

Board of Commissioners Present:
Driskell, Robert, Teamsters Local No. 589, *non-voting member, Absent*
Moriwaki, Clarence, Mayor, City of Bainbridge Island, **Vice Chair**
Putaansuu, Robert, Mayor, City of Port Orchard
Rebelowski, Jane, Councilmember, City of Bremerton, *10:51 Departed*
Rolfes, Christine, Kitsap County Commissioner
Root, Oran, Kitsap County Commissioner
Rosapepe, Jay, Councilmember, City of Port Orchard
Stern, Ed, Mayor, City of Poulsbo
Walters, Katie, Kitsap County Commissioner, **Chair**, *12:00 PM Arrived*
Wheeler, Greg, Mayor, City of Bremerton

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

Also Present: David Weibel, Legal Counsel; Kelly Johnston, Clarity Consulting; Edward Coviello

1. CALL TO ORDER: Vice Chairperson Moriwaki called the meeting of the Kitsap Transit Board of Commissioners to order at 8:33 AM.

2. OPEN DISCUSSION – TRANSIT RELATED TOPICS, *08:39 AM*

Mission & Vision, *09:03 AM*

Kitsap Transit Long-Range Transit Plan Review, *09:08 AM*

Break, *10:02 AM*

Financial Foundations, *10:15 AM*

Capital Projects Discussion, *11:16 AM*

Lunch Break, *12:00 PM*
Transit 101 video

Service and Delivery, *12:45 PM*

Ridership, *12:56 PM*

Board Discussion, *1:08 PM*

Goal Setting, *1:40 PM*

2:27 PM, Kelly Johnston thanked the Board and closed the discussion.

3. ADJOURN: At 2:31 PM, Vice Chairperson Moriwaki adjourned the meeting/retreat.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 1st day of September, 2026.

Attest:

____
Clarance Moriwaki, Vice Chairperson

____
Jackie Bidon, Clerk of the Board

DRAFT

KITSAP TRANSIT | BOARD OF COMMISSIONERS

Board Retreat 2026

Charting Our Strategic Course

Strategic Foundations · Financial Planning · Service Delivery · Goal Setting

CLARITY CONSULTING

SECTION 01

Synthesis Slides

Insights gathered from Board discovery interviews

CLARITY CONSULTING

DISCOVERY INTERVIEW SYNTHESIS

Kitsap Transit Board Retreat

Prepared by Clarity Consulting | **July 2026**

Proposed Topics

CLARITY CONSULTING

ON THE TABLE — CORE AGENDA

1. Long-range plan — refresher on the current plan and the forthcoming update
2. Balance of capital investment vs. service delivery, and Board alignment on the path
3. The fast ferry / bus mix and direction on service
4. Major capital projects ahead and the long-term financial outlook
5. Check-in on the mission statement and overall direction
6. Board priorities for goal-setting and strategic planning

RAISED BY MEMBERS IN DISCOVERY

- **Fare-free service** — Study it with data (Clallam & Intercity Transit) to settle it “yay or nay” — but scheduled for 2027 and politically charged.
- **Route performance & the “empty bus” story** — How routes are decided, passenger counts, dial-a-ride's purpose, underperformance.
- **Bremerton service** — Circulator costs, evening service, workforce commute; shipyard support analysis.
- **Ferry vs. bus equity** — Funding split, and fairness for taxpayers with little or no service.
- **Looking ahead** — CEO succession planning, possible Board reorganization, reliable power supply, transit's relevance 5–10 years out.
- **Reviving the Silverdale–Bremerton ferry** — Study said too costly; interest in exploring other funding before it dies.

Thoughts, Cautions & Suggestions

CLARITY CONSULTING

THOUGHTS

- **One hat: Kitsap Transit**
  Members should vote with a holistic, agency-wide lens — not city-specific positions — and not everyone does it well.
- **This is Board education**
  Concern that some Board members did not read the transit development plan. Treat the day as an education piece.
- **Trust in the design**
  "You're the professional." The Board is happy to defer on format and facilitation.

CAUTIONS

- **Do no harm**
  Don't reverse a course that's working or let special-interest ideas get "dumped in."
- **Watch the platforms**
  A few members regularly emphasize known positions.
- **Fare-free is a charged topic**
  The Board agreed to take it up in 2027; raising it early "will come with some bad feelings."
- **Rabbit holes ahead**
  Redirecting people from favorite trails "is an art" – stay cognizant of being on topic.

SUGGESTIONS

- **Lead with data**
  Frame contested items around learning: a consultant study to settle fare-free, a 6-year outlook with pause points.
- **Walk the strategic plan**
  Going through it together — long-term capital, sustainable ferries — "would be a useful exercise for everyone."

Tone & Readiness of the Board

CLARITY CONSULTING

COLLEGIAL & PROUD

The Board genuinely gets along and trusts the agency — “well run,” “blessed with a good director,” “one of my favorite Boards.” Several members have traveled together to learn. Relationships are a strength to build on, not a gap to fix.

MIXED TENURE & APPETITE

Experience spans 15 years to 3 months. Appetites differ: some want deep strategy and finance (capital priorities, budget alignment, sustainable ferry funding), one wants a true relationship-building retreat, and one needs “a good reason to spend 4–6 hours.” The day has to earn everyone’s time.

A FEW LIVE WIRES

Fare-free discussion timing, ferry-vs-bus equity, and Bremerton-specific asks carry genuine feeling.
Board members are cognizant about the challenges of too strong an emphasis on any one jurisdiction.
External pressure is rising too: federal funding uncertainty, competition for shrinking grant dollars, and a $500K electric-ferry redesign after the feds pulled support.

TODAY'S RETREAT

Agenda

MORNING

1. Strategic Foundations
2. Financial Foundations
3. Capital Projects Discussion
4. Lunch — Transit 101

AFTERNOON

1. Service Delivery
2. Goal Setting
3. If time allows: specific Board member requests

SECTION 02

Strategic Foundations

Grounding today's conversation in mission, vision, and long-range planning direction

Mission & Vision

Board confirmed that both mission and vision are accurate. No changes needed.

MISSION

Provide safe, reliable and efficient transportation choices that enhance the quality of life in Kitsap County.

VISION

Kitsap Transit leads the delivery of a quality, coordinated and sustainable transportation network to serve the changing needs of Kitsap County residents.

Kitsap Transit Long-Range Transit Plan Review

Board of Directors Retreat

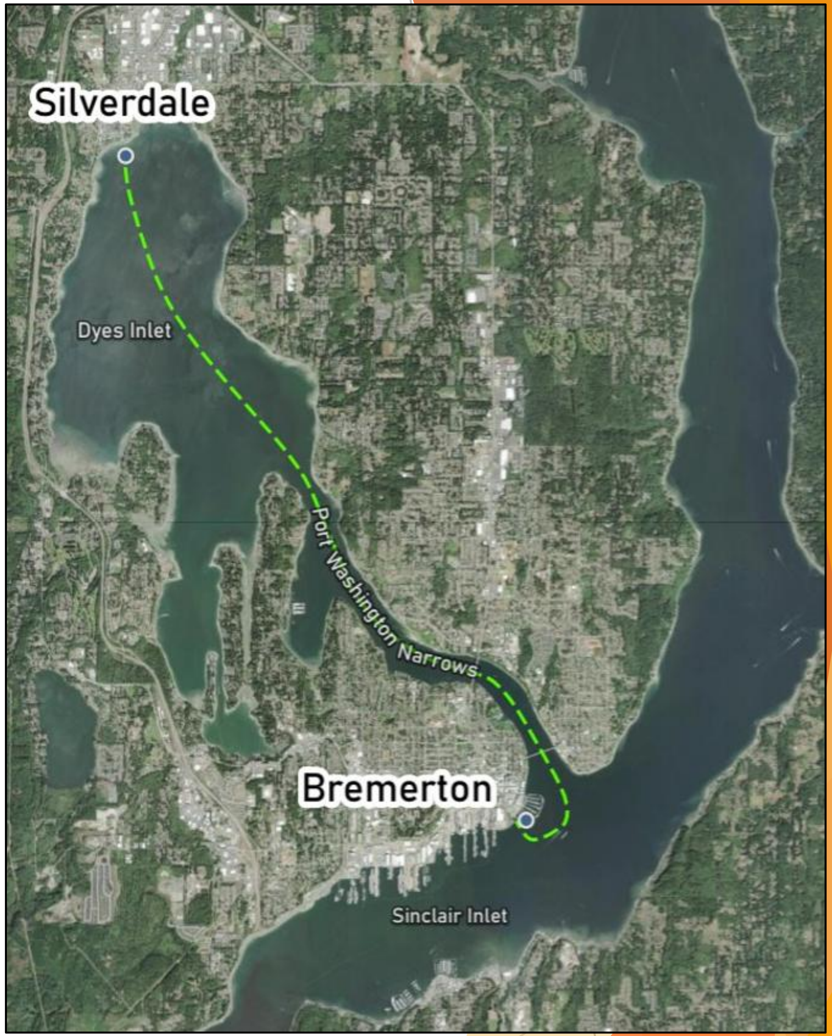
July 21, 2026

The Plan

Service Investments

- Sunday service to increase transit access to jobs ☑ (Complete)
- Buses that run more frequently ✓ (Partly Complete)
- New bus routes to serve new areas and reduce transfers
- High-capacity transit
- Bremerton-Tacoma express route
- New zones for on-demand ride service
- New circulators to improve connections to activity centers

$20m per year (2020) ✓ (Partly Complete)



Intra-county ferry service ✓ (Partly Complete)

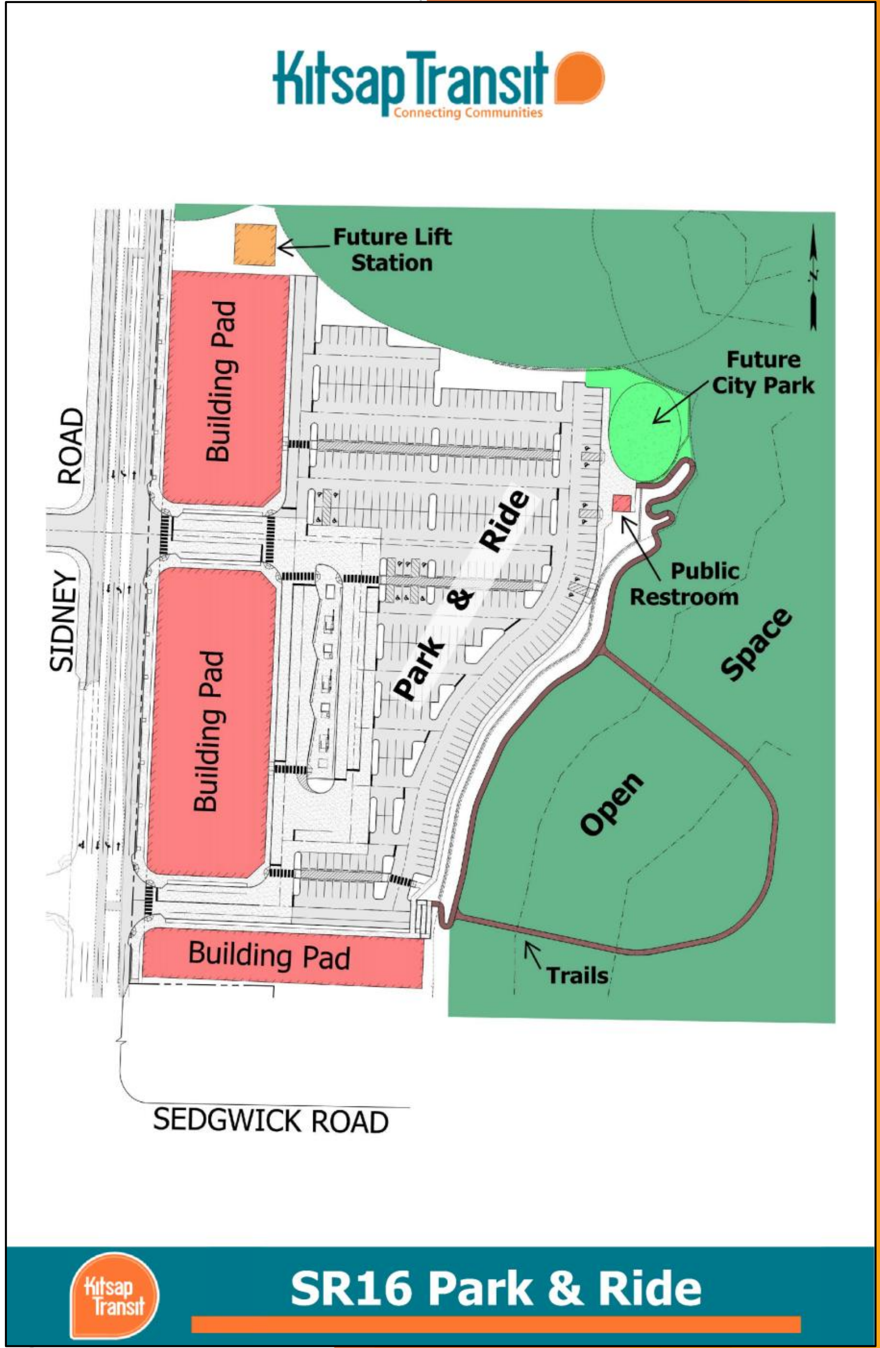
Kitsap Transit — Connecting Communities

☑ Complete ✓ Partly Complete

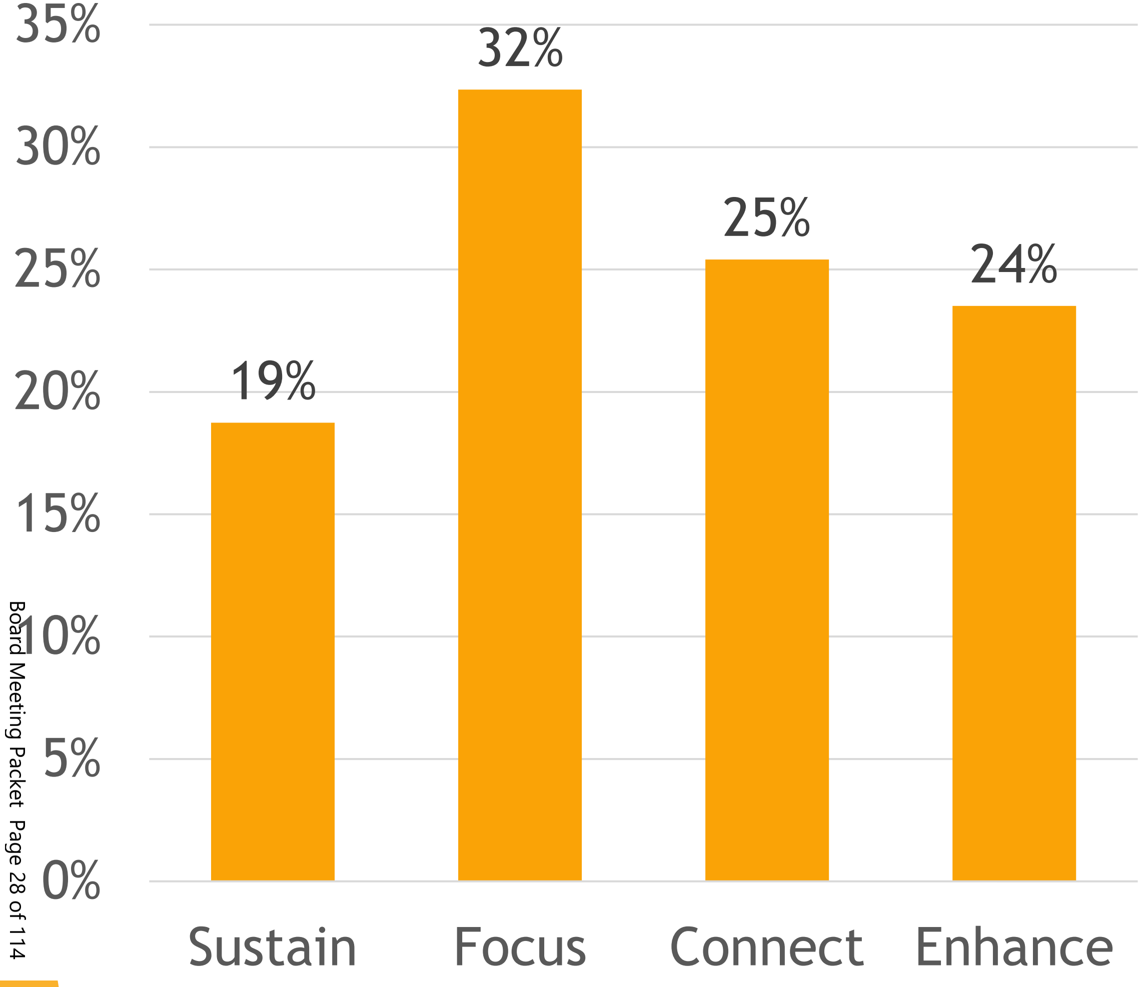
The Plan

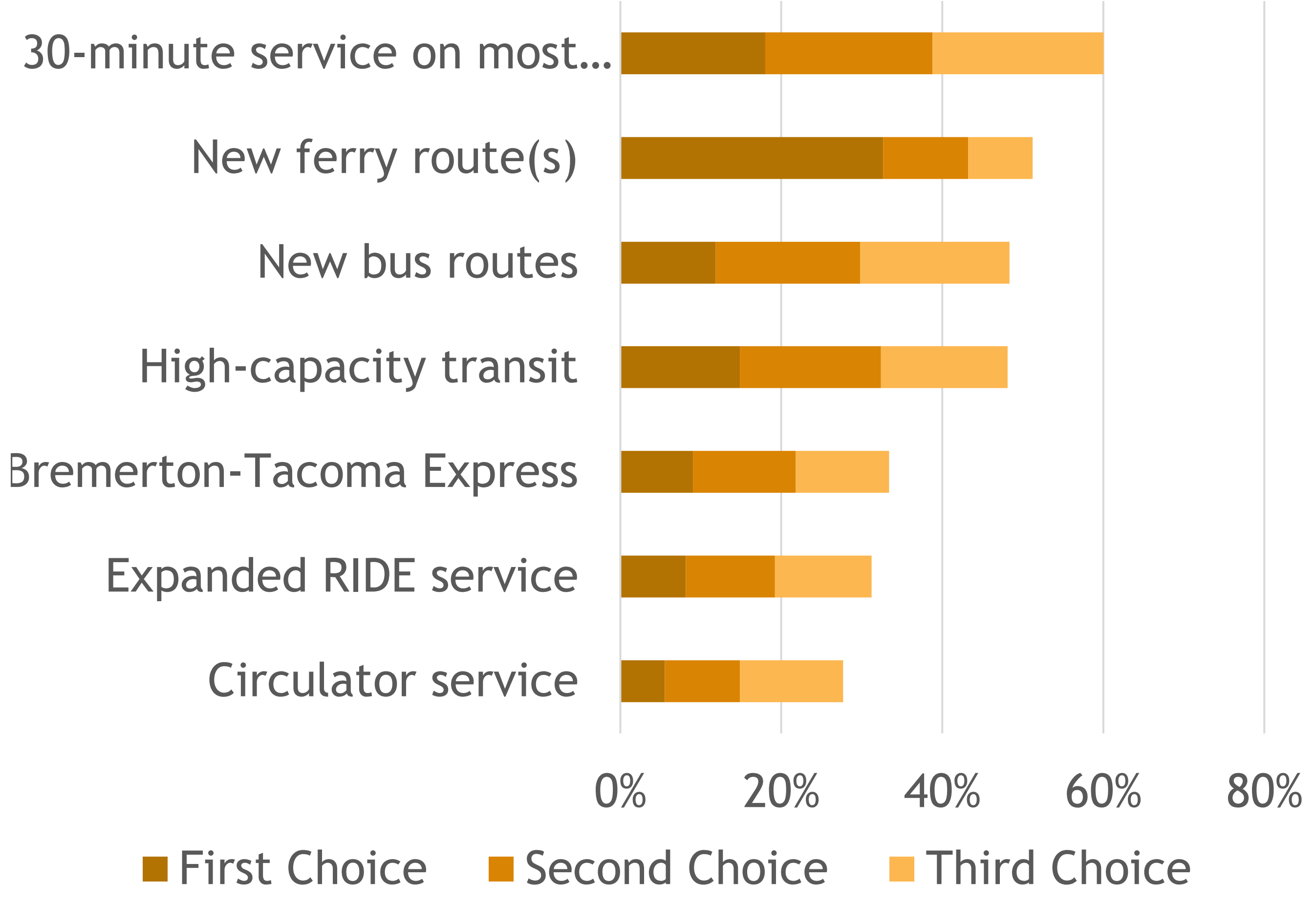
Capital Investments

- [x] New and upgraded operating facilities to support growth
- [ ] Fleet expansion to support new service investments
- [x] New transit centers to improve network connectivity
- [ ] Infrastructure upgrades on future high-capacity corridors
- [x] Bus-stop upgrades for improved access, safety, and comfort
- [ ] Speed and reliability upgrades to make buses a better option
- [ ] Multimodal hubs to improve network connectivity
- [x] Technology improvements to enhance the overall experience
- [x] Park-and-ride investments based on future demand



Long-Range Transit Plan Outreach
4,300 Responses





Kitsap Transit Connecting Communities

LRTP’s four Scenarios based on amount of revenue available:

- $ = 0.001 cents

No new revenue needed

SUSTAIN

- Sunday service

$

FOCUS

- Frequency upgrades
- Expanded RIDE service
- High-capacity transit
- Sunday service

$$

CONNECT

- New bus routes
- Bremerton-Tacoma Express
- Expanded RIDE service
- High-capacity transit
- Sunday service

$$$

ENHANCE

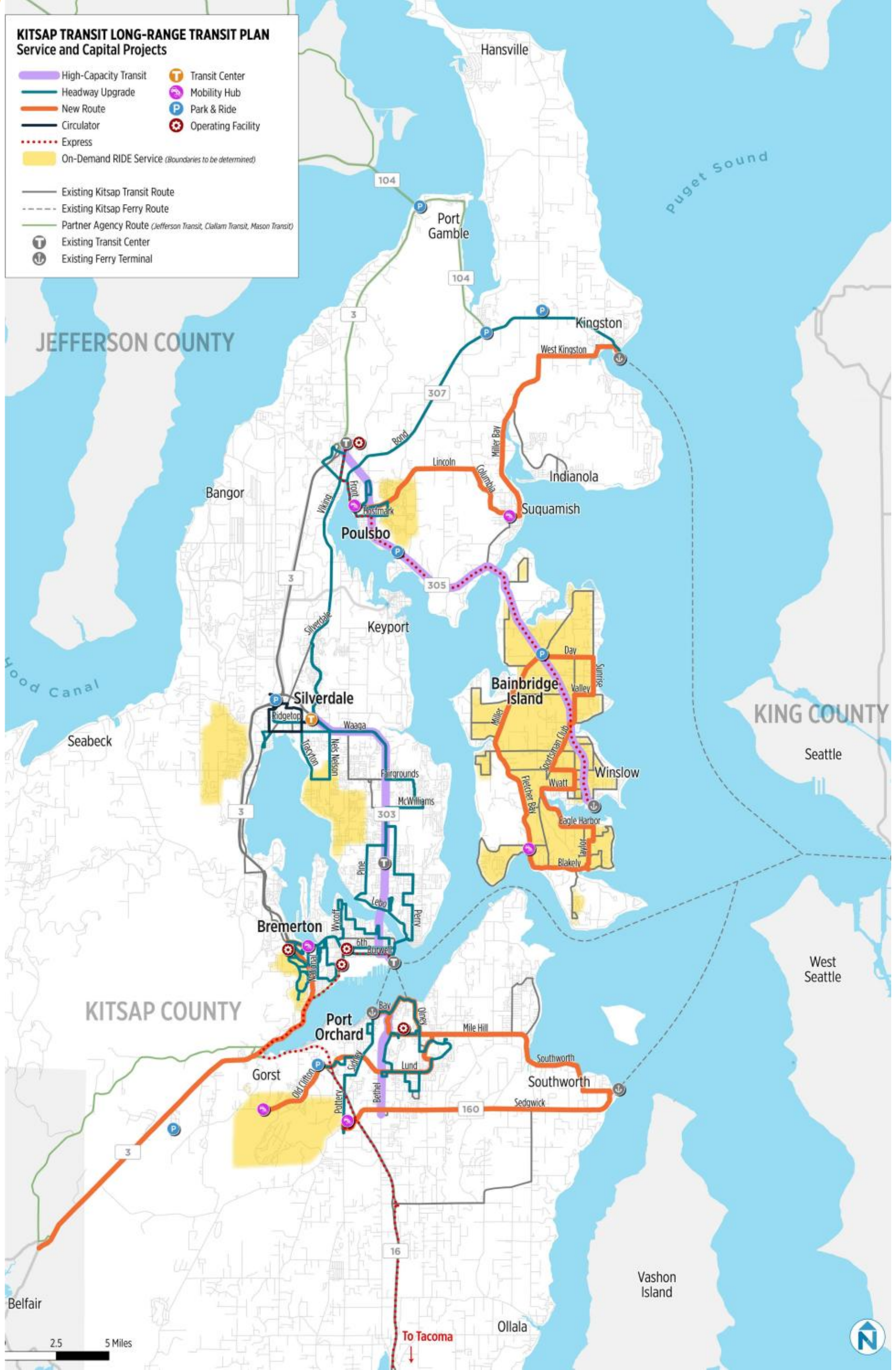
- New bus routes
- Frequency upgrades
- Circulator routes
- Bremerton-Tacoma Express
- Expanded RIDE service
- High-capacity transit
- Sunday service

Kitsap Transit
Connecting Communities

Scenario Service Improvements

- Sunday Service – Implemented
- Frequency improvements
  - Local Routes to 30-minute frequency
  - Trunk Routes (108, 212, 217 and 390) to 15-minute frequency
  - Later service on weekdays and weekends
- New Routes
  - McCormick to Southworth/Lund, SR3 to PSIC, Kingston to Poulsbo, BI Circulator
- Expanded Ride Services
  - Dicky Pit, Tracyton, Noll Rd, West Bremerton, etc.
- Bremerton – Tacoma Dome service
- High-Capacity Transit (BRT)
  - Bremerton – Silverdale, SR 305 and Bethel Rd

Kitsap Transit
Connecting Communities


KITSAP TRANSIT LONG-RANGE TRANSIT PLAN
Service and Capital Projects
High-Capacity Transit
Headway Upgrade
New Route
Circulator
Express
On-Demand RIDE Service (Boundaries to be determined)
Transit Center
Mobility Hub
Park & Ride
Operating Facility
Existing Kitsap Transit Route
Existing Kitsap Ferry Route
Partner Agency Route (Jefferson Transit, Clallam Transit, Mason Transit)
Existing Transit Center
Existing Ferry Terminal
JEFFERSON COUNTY
KITSAP COUNTY
KING COUNTY
Hansville
Port Gamble
Kingston
Indianola
Suquamish
Poulsbo
Keyport
Bangor
Silverdale
Seabeck
Bainbridge Island
Winslow
Seattle
West Seattle
Bremerton
Port Orchard
Gorst
Southworth
Vashon Island
Ollala
Belfair
Puget Sound
Hood Canal
To Tacoma
2.5
5 Miles

Discussion

Board Discussion: Long Range Plan

- **Comments:**
  - Plan is still relevant
  - Board supports a check-in/refresh on the plan in 2027
  - We need to be proactive as development is planned – get involved during initial permitting process
  - Density across the county is increasing. Want to support interconnectivity – perhaps we engage with Commerce and WSDOT for support.
- **Follow-up Requests:**
  - Are first responders experiencing an impact to their ability to respond when we use priority signaling?
  - Additional rider data for the Board prior to engaging the public on any updates/refresh
  - Would like to see where core service is with an overlay of all service areas
  - Continue to focus on telling our story – people using transit. Commute from Port Ludlow is a good example.

SECTION 03

Financial Foundations

Reviewing the resources behind our capital and service priorities

CLARITY CONSULTING

Ferry Fund Outlook: 30 Year

Ferry Fund Outlook - 30 Years									
Standard Operating Revenue and Expense	**2026 - 2031**	**2032 - 2036**	**2037 - 2041**	**2042 - 2046**	**2047 - 2051**	**2052 - 2056**			
Fare Revenue ($15 round trip)	38,672,700	36,779,000	38,648,000	40,626,000	42,693,000	44,876,000	-		
Sales Tax - 3/10ths percent, net **(4.0% annual growth)**	156,928,020	162,144,000	197,274,000	240,013,000	292,014,000	355,272,000	-		
Transit Support Grant (TSG) - 16 years through 2038	7,272,000	5,618,000	3,248,000	-	-	-	-		
Other - interest Income, ops grants, etc. (excludes TSG)	15,536,000	6,588,000	8,418,000	8,720,000	9,650,000	12,315,000	-		
Total Operating Revenue	**218,408,720**	**211,129,000**	**247,588,000**	**289,359,000**	**344,357,000**	**412,463,000**			
Operations Expense - wages, fuel, maint, etc. **(5.0% Growth)**	(179,689,260)	(187,037,000)	(238,717,000)	(304,669,000)	(388,851,000)	(496,296,000)	-		
Debt Service (matures 2032)	(22,079,946)	(3,641,070)	-	-	-	-	-		
Capital Exp, net of formula grants (excludes vessel and facility below)	(17,673,385)	(9,778,000)	(11,107,000)	(14,175,000)	(18,093,000)	(23,092,000)	-		
Total Expenditure	**(219,442,591)**	**(200,456,070)**	**(249,824,000)**	**(318,844,000)**	**(406,944,000)**	**(519,388,000)**			
Net Surplus (Deficit) - Excluding Facility and Vessel Builds	**(1,033,871)**	**10,672,930**	**(2,236,000)**	**(29,485,000)**	**(62,587,000)**	**(106,925,000)**			**Operations Deficit**
Ending Cash Balance - Cumulative Impact (Excluding Fleet & Facilities Below)	**21,590,129**	**32,263,059**	**30,027,059**	**542,059**	**(62,044,941)**	**(168,969,941)**	-		**(168,969,941)**
Estimated Minimum Reserve Requirement	10,548,000	11,531,000	14,716,000	18,782,000	23,972,000	30,595,000			
Additional Estimated Fleet & Facility Needs Not Included Above (future value factor based on 5.0%)									**Total Fleet**
Vessel Overhaul - Carlisle	(2,321,000)	(2,962,000)	(3,780,000)	(4,825,000)	(6,158,000)	(7,859,000)	-		**(248,884,000)**
Vessel Replacement - Pete (Hybrid $15.0M net of $12.3M grant funding)	(2,700,000)								
Vessel Replacement - Finest ($19.2M net of $13.5M grant funding)	(5,696,000)								
Vessel Replacement - RP1		(20,973,000)							
Vessel Replacement - Solano			(30,530,000)						
Vessel Replacement - Waterman				(18,555,000)					
Vessel Replacement - Reliance				(30,561,000)					
Vessel Replacement - Lady Swift				(32,088,000)					
Vessel Replacement - Enetai				(38,964,000)					
Vessel Replacement - Commander				(40,912,000)					**Total Facility**
Marine Services Maint Facility, local funding net of grants	(2,688,000)	(27,241,000)							**(326,535,000)**
Southworth Terminal Improvements, local funding net of grants	(10,210,000)	(23,385,000)							
Seattle Terminal Facility, local funding net of grants	(14,615,000)	(9,910,000)	(193,737,000)	(44,749,000)					
Total Fleet Replacement and Facility Improvements, net local funding (grants awarded)	**(38,230,000)**	**(84,471,000)**	**(228,047,000)**	**(210,654,000)**	**(6,158,000)**	**(7,859,000)**		**Total**	**(744,388,941)**
Potential Variable Adjustments of Significance									**Total**
Additional 1.0% Sales Tax Revenue Growth **(5.0% annual growth)**	4,038,000	13,175,000	26,579,000	45,806,000	72,916,000	110,659,000	-		**273,173,000**
Estimated Awards of Competitive Grants to offset Fleet and Facilities	25,526,000	8,865,000	26,939,000	68,843,000	-	-			**130,173,000**
									403,346,000
Additional Examples of Options for Consideration									**Total**
Fare Increase - additional $0.25 annually effective 2027	1,490,000	4,371,000	7,457,000	10,848,000	14,565,000	18,634,000	-		**57,365,000**
Fare Increase - additional $1.00 every fifth year beginning 2027	2,338,801	5,245,000	8,261,000	11,544,000	15,522,000	19,439,000	-		**62,349,801**
Additional 1/10th Sales Tax - Effective 2032	-	54,594,000	66,422,000	80,813,000	98,321,000	119,620,000	-		**419,770,000**
Issuing Bonds - Current annual debt service of approximately $3.7 million for 15 years based on 2.71% $45 million issuance									

Transit Fund Outlook: 30 Year

Based on 2026 Budget

Transit Fund Outlook - 30 Years (Based on 2026 Budget)

Standard Operating Revenue and Expense	2026 - 2031	2032 - 2036	2037 - 2041	2042 - 2046	2047 - 2051	2052 - 2056		
Fare Revenue ($2 trip fare)	18,760,500	16,913,000	17,786,000	18,694,000	19,650,000	20,638,000	-	
Sales Tax - 8/10ths percent, net **(4.0% annual growth)**	418,704,160	432,618,200	526,342,300	640,375,500	779,110,200	947,906,200	-	
Transit Support Grant (TSG) - 16 years through 2038	16,968,000	11,312,000	5,656,000	-	-	-	-	
Other - interest Income, Lease, parking, ops grants, etc. (excludes TSG)	11,817,300	3,866,000	3,900,000	4,025,000	4,165,000	4,315,000	-	
Total Operating Revenue	**466,249,960**	**464,709,200**	**553,684,300**	**663,094,500**	**802,925,200**	**972,859,200**		
Operations Expense - wages, fuel, maint, etc. **(5.0% Growth)**	(473,747,700)	(515,749,000)	(658,239,000)	(840,098,000)	(1,072,203,000)	(1,368,436,000)	-	
Capital Exp, net of formula grants (inclusive of all fleet and facility)	(62,643,321)	(40,614,000)	(51,835,000)	(66,153,000)	(84,432,000)	(107,761,000)	-	
Total Expenditure	**(536,391,021)**	**(556,363,000)**	**(710,074,000)**	**(906,251,000)**	**(1,156,635,000)**	**(1,476,197,000)**		
Net Surplus (Deficit) - Including Local Funding for Capital Expenditures	**(70,141,061)**	**(91,653,800)**	**(156,389,700)**	**(243,156,500)**	**(353,709,800)**	**(503,337,800)**		**Total Deficit**
Ending Cash Balance	**4,060,939**	**(87,592,861)**	**(243,982,561)**	**(487,139,061)**	**(840,848,861)**	**(1,344,186,661)**	-	**(1,344,186,661)**
Estimated Minimum Reserve Requirement	24,848,000	30,989,000	38,824,000	48,826,000	61,590,000	77,881,000		
Potential Variable Adjustments of Significance								**Total**
Additional 1.0% Sales Tax Revenue Growth **(5.0% annual growth)**	10,773,000	35,164,000	70,939,000	122,240,000	194,587,000	295,276,000	-	**728,979,000**
Additional Examples of Options for Consideration								**Total**
Fare Increase - additional $0.25 annually effective 2027	5,998,000	16,955,000	28,947,000	42,108,000	56,543,000	72,284,000	-	**222,835,000**
Fare Increase - additional $1.00 every fifth year beginning 2027	9,535,050	20,347,000	32,069,000	44,903,000	60,954,000	76,422,000	-	**244,230,050**
Additional 1/10th Sales Tax - Effective 2032	-	54,624,000	66,457,000	80,856,000	98,373,000	119,685,000	-	**419,995,000**
Issuing Bonds - Current annual debt service of approximately $3.7 million for 15 years based on 2.71% $45 million issuance								

Transit Fund Outlook: 30 Year

Based on 2026 Projection

Transit Fund Outlook - 30 Years (Based on 2026 Projection)

Standard Operating Revenue and Expense	2026 - 2031	2032 - 2036	2037 - 2041	2042 - 2046	2047 - 2051	2052 - 2056		
Fare Revenue ($2 trip fare)	18,760,500	16,913,000	17,786,000	18,694,000	19,650,000	20,638,000	-	
Sales Tax - 8/10ths percent, net **(4.0% annual growth)**	418,704,160	432,618,200	526,342,300	640,375,500	779,110,200	947,906,200	-	
Transit Support Grant (TSG) - 16 years through 2038	16,968,000	11,312,000	5,656,000	-	-	-	-	
Other - interest Income, Lease, parking, ops grants, etc. (excludes TSG)	11,817,300	3,866,000	3,900,000	4,025,000	4,165,000	4,315,000	-	
Total Operating Revenue	**466,249,960**	**464,709,200**	**553,684,300**	**663,094,500**	**802,925,200**	**972,859,200**		
Operations Expense - wages, fuel, maint, etc. **(5.0% Growth)**	(455,375,000)	(495,742,000)	(632,702,000)	(807,512,000)	(1,030,611,000)	(1,315,338,000)	-	
Capital Exp, net of formula grants (inclusive of all fleet and facility)	(62,643,321)	(40,614,000)	(51,835,000)	(66,153,000)	(84,432,000)	(107,761,000)	-	
Total Expenditure	**(518,018,321)**	**(536,356,000)**	**(684,537,000)**	**(873,665,000)**	**(1,115,043,000)**	**(1,423,099,000)**		
Net Surplus (Deficit) - Excluding Facility and Vessel Builds	**(51,768,361)**	**(71,646,800)**	**(130,852,700)**	**(210,570,500)**	**(312,117,800)**	**(450,239,800)**		**Operations Deficit**
Ending Cash Balance - Cumulative Impact (Excluding Fleet & Facilities Below)	**22,433,639**	**(49,213,161)**	**(180,065,861)**	**(390,636,361)**	**(702,754,161)**	**(1,152,993,961)**	-	**(1,152,993,961)**
Estimated Minimum Reserve Requirement	23,986,000	29,888,000	37,420,000	47,033,000	59,302,000	74,961,000		
Potential Variable Adjustments of Significance								**Total**
Additional 1.0% Sales Tax Revenue Growth **(5.0% annual growth)**	10,773,000	35,164,000	70,939,000	122,240,000	194,587,000	295,276,000	-	**728,979,000**
Additional Examples of Options for Consideration								**Total**
Fare Increase - additional $0.25 annually effective 2027	5,998,000	16,955,000	28,947,000	42,108,000	56,543,000	72,284,000	-	**222,835,000**
Fare Increase - additional $1.00 every fifth year beginning 2027	9,535,050	20,347,000	32,069,000	44,903,000	60,954,000	76,422,000	-	**244,230,050**
Additional 1/10th Sales Tax - Effective 2032	-	54,624,000	66,457,000	80,856,000	98,373,000	119,685,000	-	**419,995,000**

Issuing Bonds - Current annual debt service of approximately $3.7 million for 15 years based on 2.71% $45 million issuance

Transit Fund Outlook: 30 Year

Based on 2026 Projection + 5% Sales Tax Revenue Growth

Transit Fund Outlook - 30 Years (Based on 2026 Projection + 5.0% Sales Tax Revenue Growth)

Standard Operating Revenue and Expense	2026 - 2031	2032 - 2036	2037 - 2041	2042 - 2046	2047 - 2051	2052 - 2056		
Fare Revenue ($2 trip fare)	18,760,500	16,913,000	17,786,000	18,694,000	19,650,000	20,638,000	-	
Sales Tax - 8/10ths percent, net **(5.0% annual growth)**	427,598,180	465,503,900	594,114,700	758,260,900	967,752,800	1,235,128,000	-	
Transit Support Grant (TSG) - 16 years through 2038	16,968,000	11,312,000	5,656,000	-	-	-	-	
Other - interest Income, Lease, parking, ops grants, etc. (excludes TSG)	11,817,300	3,866,000	3,900,000	4,025,000	4,165,000	4,315,000	-	
Total Operating Revenue	**475,143,980**	**497,594,900**	**621,456,700**	**780,979,900**	**991,567,800**	**1,260,081,000**		
Operations Expense - wages, fuel, maint, etc. **(5.0% Growth)**	(455,375,000)	(495,742,000)	(632,702,000)	(807,512,000)	(1,030,611,000)	(1,315,338,000)	-	
Capital Exp, net of formula grants (inclusive of all fleet and facility)	(62,643,321)	(40,614,000)	(51,835,000)	(66,153,000)	(84,432,000)	(107,761,000)	-	
Total Expenditure	**(518,018,321)**	**(536,356,000)**	**(684,537,000)**	**(873,665,000)**	**(1,115,043,000)**	**(1,423,099,000)**		
Net Surplus (Deficit) - Excluding Facility and Vessel Builds	**(42,874,341)**	**(38,761,100)**	**(63,080,300)**	**(92,685,100)**	**(123,475,200)**	**(163,018,000)**		**Operations Deficit**
Ending Cash Balance - Cumulative Impact (Excluding Fleet & Facilities Below)	**31,327,659**	**(7,433,441)**	**(70,513,741)**	**(163,198,841)**	**(286,674,041)**	**(449,692,041)**	-	**(449,692,041)**
Estimated Minimum Reserve Requirement	23,986,000	29,888,000	37,420,000	47,033,000	59,302,000	74,961,000		
Potential Variable Adjustments of Significance								**Total**
Additional 1.0% Sales Tax Revenue Growth **(6.0% annual growth)**	11,015,000	37,569,000	79,405,000	143,434,000	239,394,000	380,916,000	-	**891,733,000**
Additional Examples of Options for Consideration								**Total**
Fare Increase - additional $0.25 annually effective 2027	5,998,000	16,955,000	28,947,000	42,108,000	56,543,000	72,284,000	-	**222,835,000**
Fare Increase - additional $1.00 every fifth year beginning 2027	9,535,050	20,347,000	32,069,000	44,903,000	60,954,000	76,422,000	-	**244,230,050**
Additional 1/10th Sales Tax - Effective 2032	-	58,776,000	75,015,000	95,740,000	122,191,000	155,951,000	-	**507,673,000**
Issuing Bonds - Current annual debt service of approximately $3.7 million for 15 years based on 2.71% $45 million issuance								

Board Discussion: Financials

- **Discussion**
  - Increase use of ORCA to reduce impact to taxpayers who don't use the ferry service
  - Consistent, small increases in fares are better than significant increases less frequently.
  - Keep fares for ferry service comparable to WSF.
  - Good to be conservative on sales tax forecasts.
  - Keep shock absorbers in place to handle recessions and other unforeseen challenges.
  - On the transit side, consider slowing down capital expenditures to keep operational reserves high

- **Follow-up Requests**
  - Would like to take time to work on solving for the capital deficit projected over the next 5 years.
  - Let's look at policies for the ferry fund to address capital planning for boats

Kitsap Transit Capital Projects

North Base HD Maintenance Facility

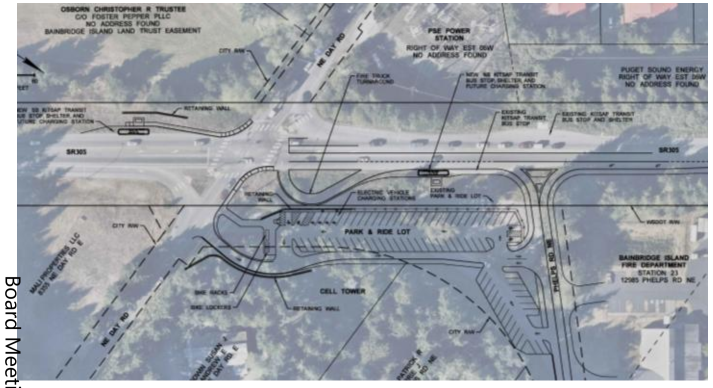
FTA Funds	Local Funds	Total
PE & Environmental (Complete)		
$762,989	$0	**$762,989**
Construction & Construction Management		
$17,000,000	$4,250,000	**$21,250,000**

Bus Training Facility

FTA Funds	Local Funds	Total
Environmental, Design & Construction		
$15,000,000	$4,536,331	$19,536,331

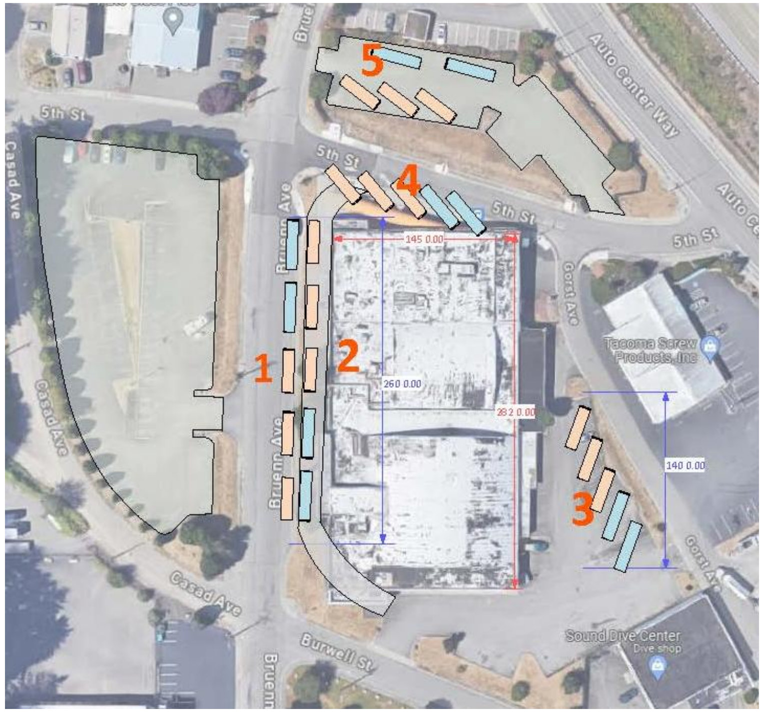
SR-16 / Ruby Creek – Park & Ride and Lift Station

FTA Funds	WSDOT Funds	Local Funds	Total
Property Acquisition			
$520,000	$0	$130,000	**$650,000**
Construction			
$8,277,920	$6,250,000	$6,158,605	**$20,686,525**
Sewer Lift Station			
$0	$0	$3,121,678	**$3,121,678**



Day Road Park & Ride

WSDOT Funds	Local Funds	Total
Design & Construction		
$8,009,380	$1,663,420	**$9,672,800**



West Bremerton Park & Ride

FTA Funds	WDOT	Local Funds	Total
Environmental, Demolition & Design			
$2,422,000	$0	$378,001	**$2,800,001**
Construction (Grant Ask)			
$0	$8,000,000	$2,000,000	**$10,000,000**

Electric Fast Foil Ferry

FTA Funds	WSDOT Funds	Local Funds	Total
Design, Prototype & Shoreside Infrastructure			
$0	$4,000,000	$0	**$4,000,000**

Illahee – Kingston Fast Ferry

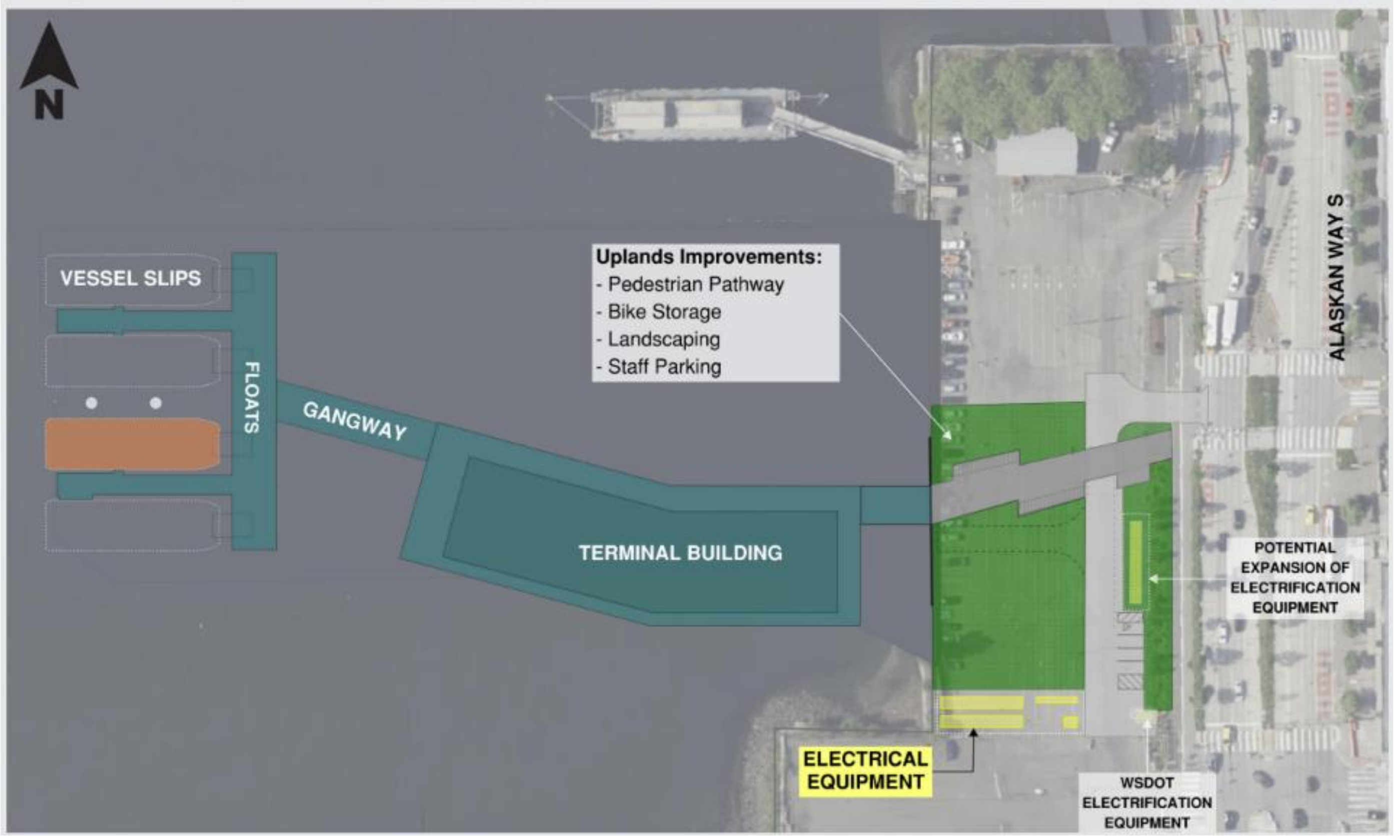
FTA Funds	WSDOT Funds	Local Funds	Total
Specification Finalization & Construction			
$13,500,000	$0	$3,375,000	**$16,875,000**

Waterman II – Hybrid Foot Ferry

FTA Funds	WDOT	Local Funds	Total
Design & Construction			
$7,700,000	$5,349,931	$3,830,068	**$16,880,000**

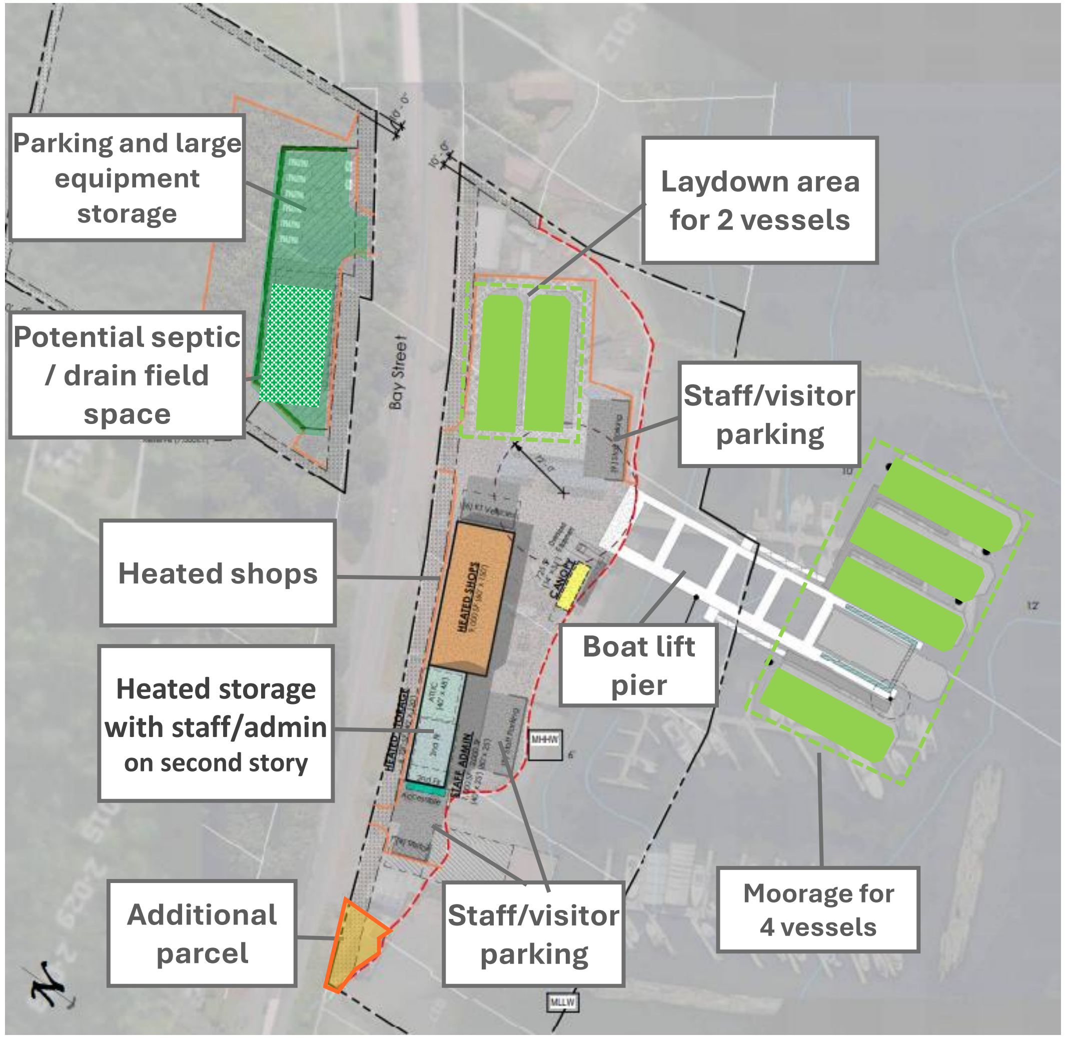
Seattle Ferry Terminal

FTA Funds	Local Funds	Total
PE, Environmental & 10%		
$1,133,977	$573,551	**$1,707,528**



Marine Maintenance Facility

FTA Funds	Local Funds	Total
NEPA & ROW		
$0	$825,425	**$825,425**



Project Name	FTA Funds	WSDOT Funds	Local Funds	Total
Routed Coaches	$13,704,121.00	$0.00	$2,099,700.00	**$15,803,821.00**
Inductive Charging (Bases Equipment & CN)	$0.00	$14,325,316.00	$3,214,579.00	**$17,539,895.00**
Vanpool/Vanlink Expansion Vehicles (13/3)	$0.00	$6,450,822.00	$0.00	**$6,450,822.00**
ADA Bus Stops Modernization	$0.00	$0.00	$100,000.00	**$100,000.00**
South Base (ESA, Permits, CM) (Env.)	$35,909.00	$0.00	$8,977.25	**$44,886.25**
Gateway Bus Storage Facility & P/R PE/Design	$664,534.00	$0.00	$98,503.50.25	**$763,037.50**
SR 104 Park & Ride ROW Only	$0.00	$0.00	$600,000.00	**$600,000.00**
Poulsbo Park & Ride (10% Design, ROW & PE)	$1,373,201.00	$0.00	$212,736.25	**$1,585,937.25**
Owner Representation (All Ferry Projects)	$0.00	$0.00	$2,000,000.00	**$2,000,000.00**
Southworth Terminal Redevelopment	$1,904,797.00	$0.00	$0.00	**$1,904,797.00**
Grant Asks				
RP1 Replacement	$15,000,000.00	$0.00	$3,750,000.00	**$18,750,000.00**
Worker/Driver Electric Bus Replacement	$0.00	$6,800,000.00	$1,700,000.00	**$8,500,000.00**
ADA Bus Stop Modernization	$0.00	$880,000.00	$220,000.00	**$1,100,000.00**
PO Intermodal Terminal (CN)	$1,500,000 - $4,640,000	$0.00	$375,000 - $1,160,000	**$1,875,000 - $5,800,000**
All Projects Totals	$87,069,448.00	$68,065,449.83	$43,077,744.92	**$195,142,642.75**

Board Discussion: Capital

- **Discussion**
    - Questions on plans for the 12 passenger prototype and whether there is opportunity to explore names for future vessels
    - Good to have the list of projects and want to stay nimble enough to respond to opportunities as they come up
    - For some, maintaining current levels of service delivery is highest priority. Ok to take calculated risks and grow but always need to maintain current base levels of service.
    - “Be brilliant in the basics.”
    - Hold steady in Ferry plans, pursue every opportunity on matching grants for transit.
    - Strengthen investment in supporting the rider experience.
    - When considering capital projects, want to also include a discussion on the opportunity costs that come with the local match – what else is possible with those dollars?

- **Summary (Board agreed on this)**
    - Continue on current path
    - Prioritize service delivery
    - Keep looking for grant opportunities

Lunch

Showing: Transit 101

SECTION 04

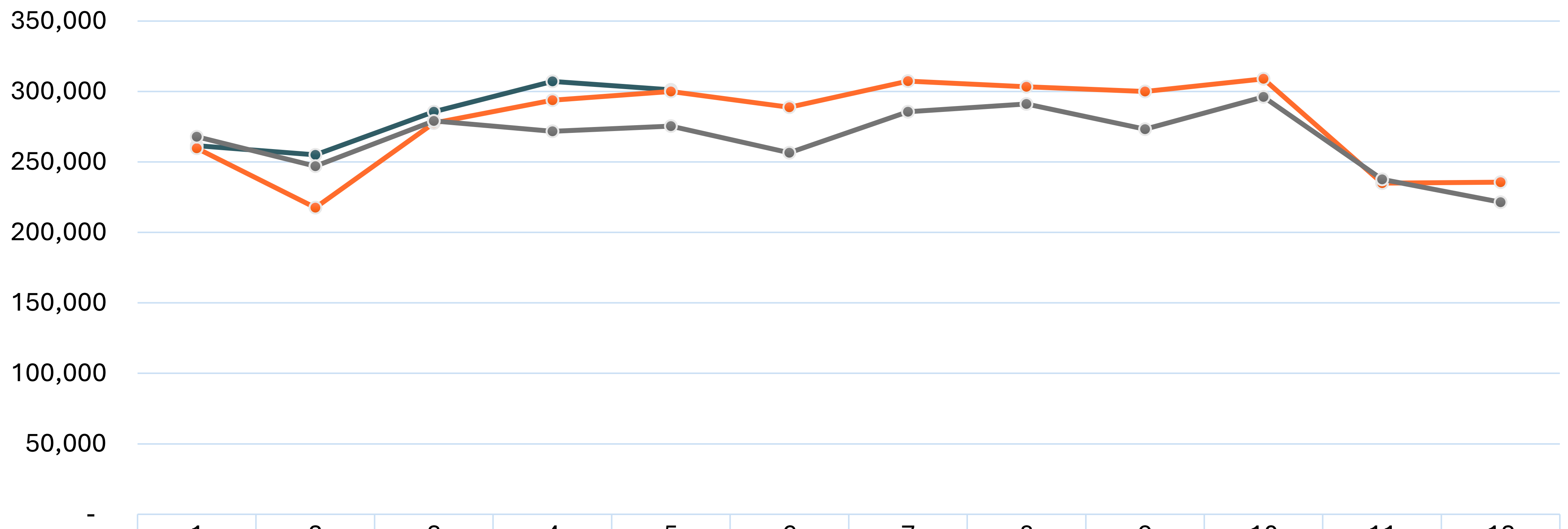
Service Delivery

Bus operations, fast ferry service, and the metrics that guide them

CLARITY CONSULTING

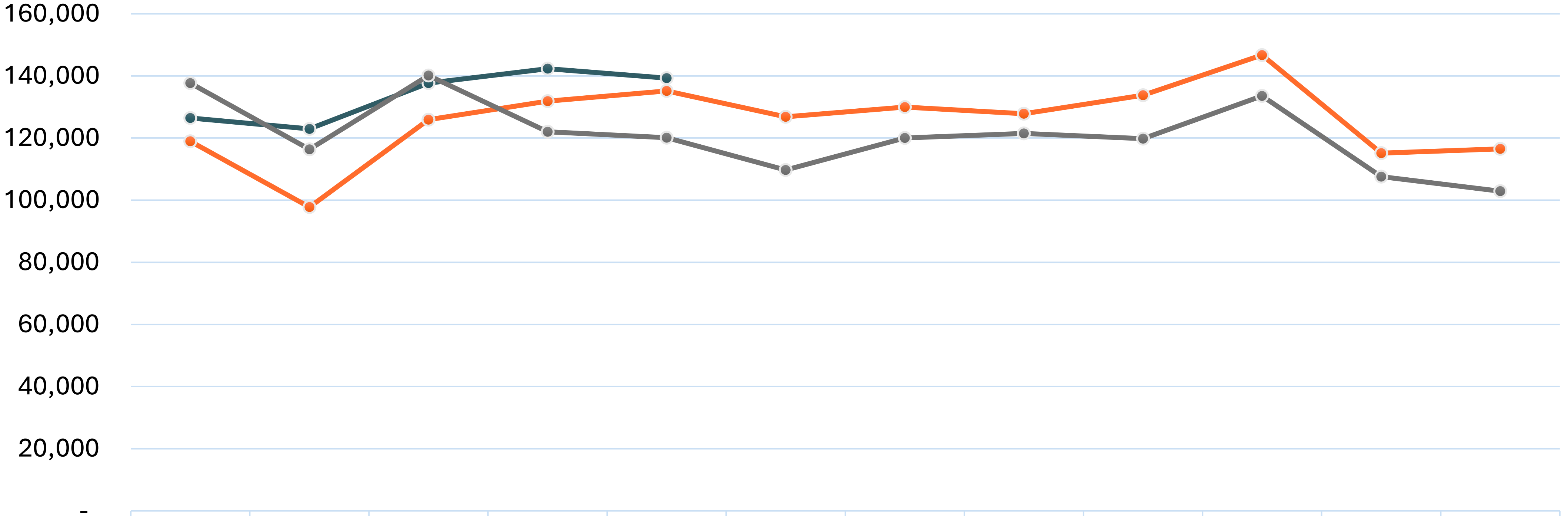
Kitsap Transit Annual Ridership Jan 2024 – May 2026

Ridership Jan 2024 – May 2026 – All Modes



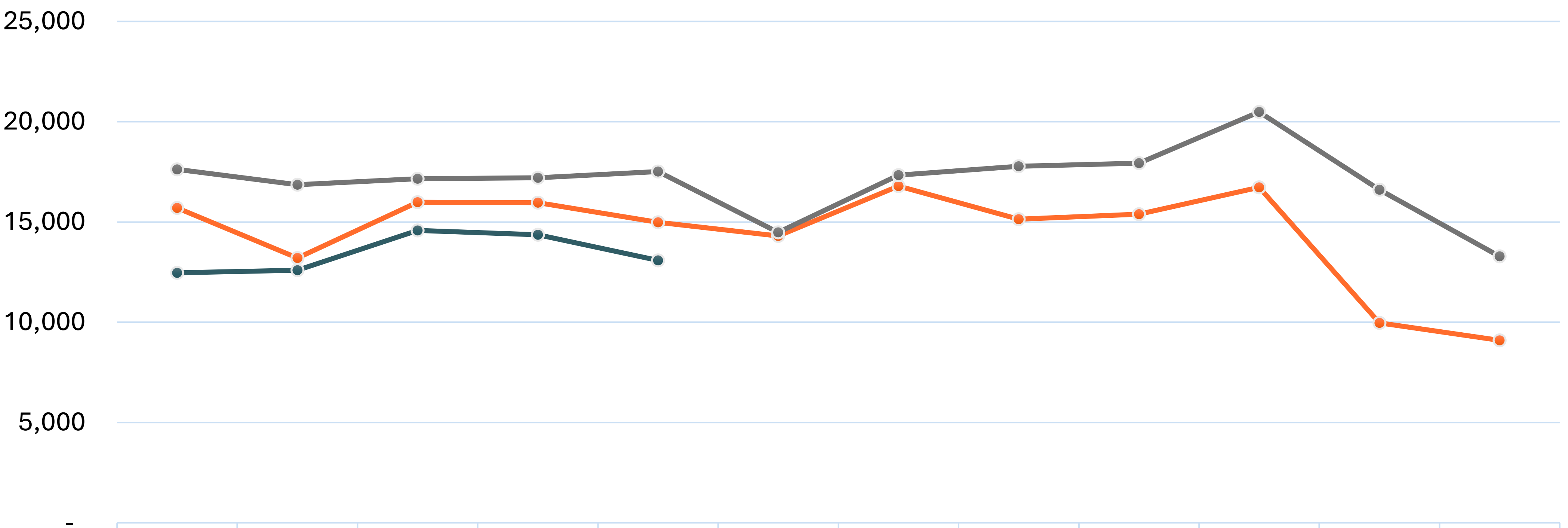
	1	2	3	4	5	6	7	8	9	10	11	12
2026	261,647	255,078	285,579	307,182	301,136							
2025	259,758	217,584	277,610	293,821	300,017	288,884	307,438	303,350	300,080	308,979	235,002	235,747
2024	267,946	247,043	279,207	271,744	275,455	256,525	285,607	291,253	273,267	296,187	237,688	221,477

Ridership Jan 2024 – May 2026 – Routed



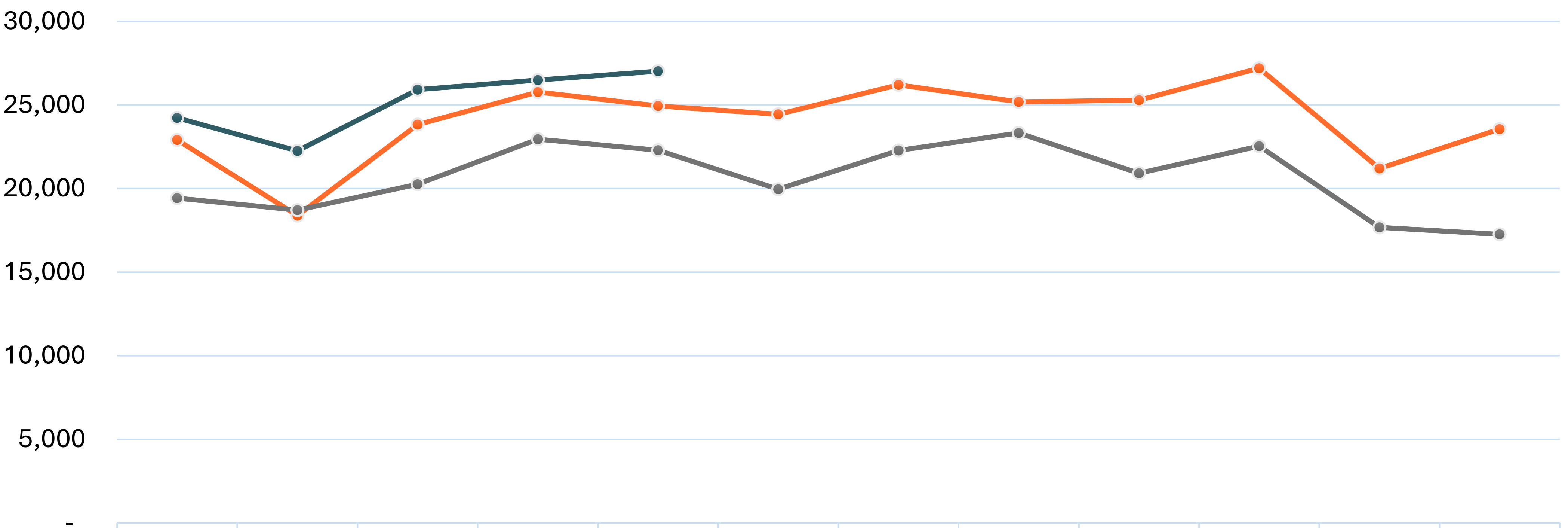
	1	2	3	4	5	6	7	8	9	10	11	12
2026	126,450	122,956	137,658	142,322	139,329							
2025	118,972	97,765	125,914	131,882	135,150	126,871	130,005	127,865	133,813	146,729	115,179	116,538
2024	137,696	116,336	140,142	122,043	120,094	109,745	120,044	121,488	119,788	133,539	107,576	102,901

Ridership Jan 2024 – May 2026 – Worker/Driver



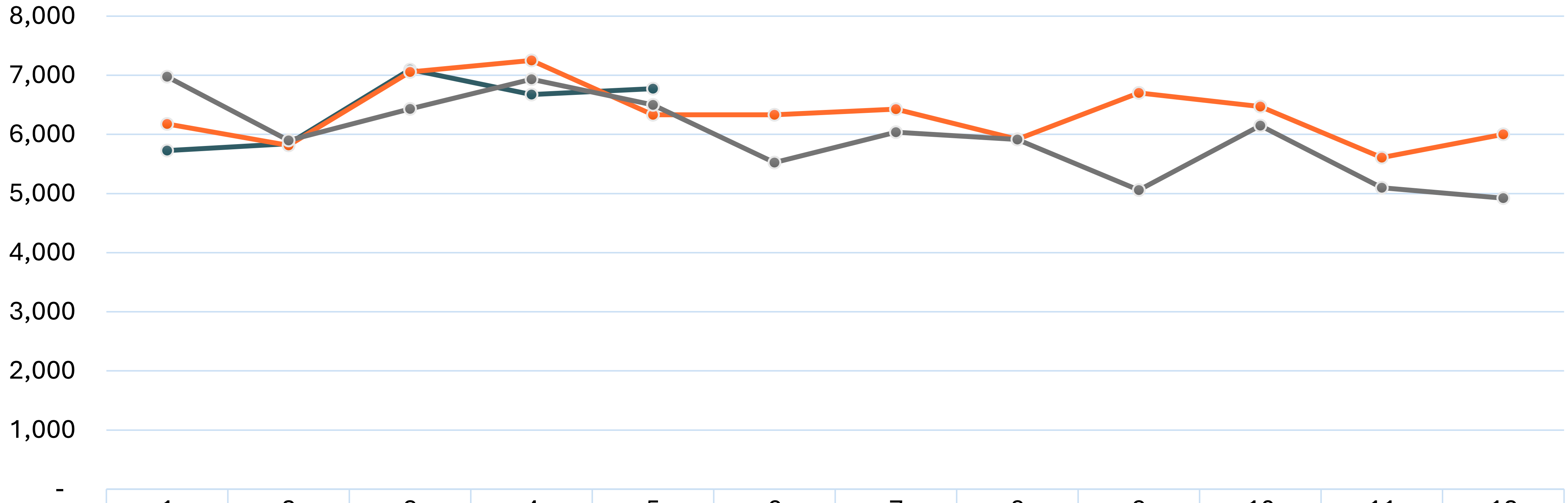
	1	2	3	4	5	6	7	8	9	10	11	12
2026	12,464	12,592	14,578	14,362	13,080							
2025	15,704	13,204	15,987	15,956	14,982	14,305	16,788	15,142	15,388	16,730	9,963	9,098
2024	17,627	16,857	17,158	17,199	17,519	14,476	17,334	17,772	17,930	20,484	16,606	13,282

Ridership Jan 2024 – May 2026 – Ferries



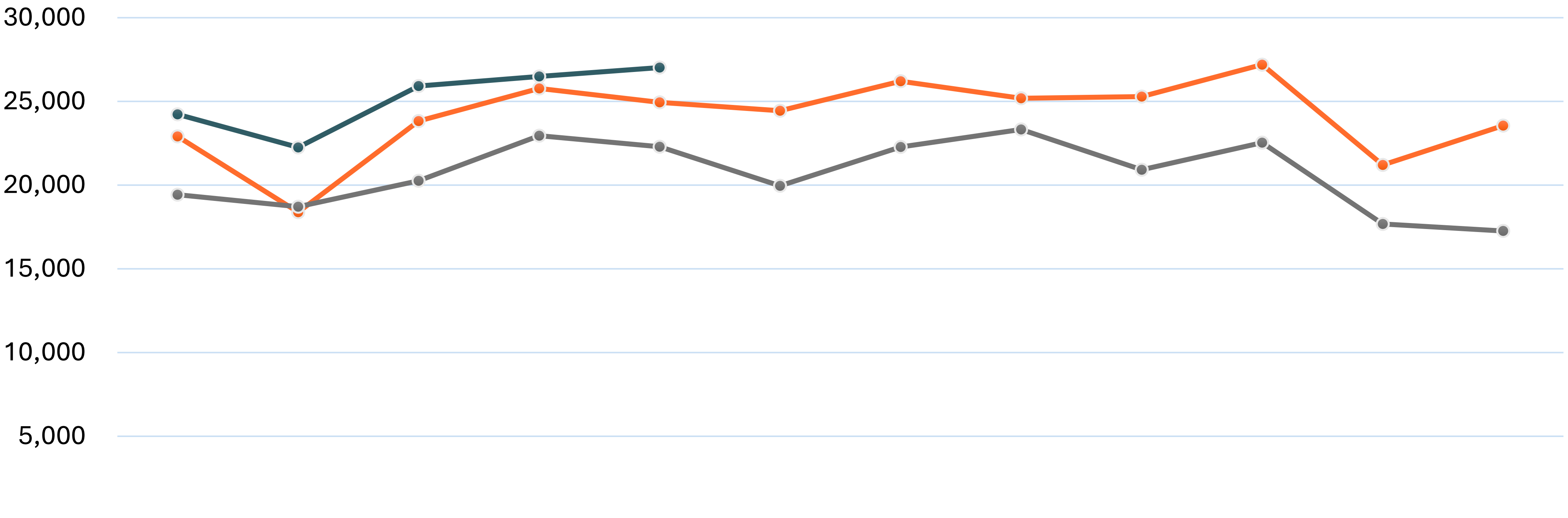
	1	2	3	4	5	6	7	8	9	10	11	12
2026	24,223	22,254	25,912	26,498	27,021							
2025	22,904	18,383	23,827	25,776	24,947	24,437	26,200	25,184	25,290	27,199	21,199	23,553
2024	19,423	18,708	20,260	22,945	22,288	19,953	22,284	23,324	20,922	22,542	17,674	17,258

Ridership Jan 2024 – May 2026 – Vanpool



	1	2	3	4	5	6	7	8	9	10	11	12
2026	5,726	5,843	7,097	6,674	6,774							
2025	6,175	5,813	7,056	7,251	6,331	6,330	6,428	5,918	6,700	6,469	5,608	6,000
2024	6,975	5,896	6,430	6,931	6,500	5,525	6,037	5,913	5,057	6,147	5,097	4,921

Ridership Jan 2024 – May 2026 Access, Dial-a-ride, Vanlink & Taxi



	1	2	3	4	5	6	7	8	9	10	11	12
2026	24,223	22,254	25,912	26,498	27,021							
2025	22,904	18,383	23,827	25,776	24,947	24,437	26,200	25,184	25,290	27,199	21,199	23,553
2024	19,423	18,708	20,260	22,945	22,288	19,953	22,284	23,324	20,922	22,542	17,674	17,258

Board Discussion

Fast Ferry Program

What direction do you want to provide on the fast ferry program?

- Future topic: explore capital reserve fund specific to ferries to support boat replacement
- Prepare and mitigate if possible loss of ferry service due to state funding

Bus Operations

What direction do you have for bus operations?

- Increase frequency as much as possible, aim for 15-30 min
- Provide additional data on route performance
- Optimize for efficiency and public benefit, and counting on staff knowledge to assist in decision-making
- Provide further analysis on change to ridership in worker/driver program
- Do an annual review of list of route challenges/changes/trade-offs for Board awareness. Perhaps combine with Title VI update.
- Consider first mile/last mile time impacts.
- Social marketing/media for bus routes.

Metrics

What direction do you have for us on metrics to use?

- Keep current metrics
- Track # of bus stops, increase when possible. Keep people safe and dry.
- Do a follow-up study session on route performance.
- We're not the subject matter experts, so we're counting on staff expertise. Overall, want to be efficient and optimize the public benefit. Good to have data as well as staff insight at the detail level.

SECTION 05

Goal-Setting

Defining the priorities that will shape Kitsap Transit's year ahead

Goal-Setting Topics

What are the important topics you want to see reflected in our goals?

Notes (Draft list of inputs; John will finalize and follow-up with Board)

- Empower Executive Director to remain nimble and responsive to emerging opportunities and needs
- Explore expanded ferry service (refresh Mosquito Fleet) – financial analysis, lobbying, state partners
- Prioritize bus stop improvements on highest used stops and/or highest needs
- Ferry terminal
- Explore ways to work with state on Day Rd issue (roundabout?)
- Get passenger count system accurate and working to have data in 2027 (currently have route level data, not stop level data)
- Set legislative priority to ask state for funding to replace ferry service going away in Sept
- Study feasibility of fare free routed service – not fully supported. In 2027, staff will do a light in house analysis and bring back information for the Board to discuss fare free.
- Quarterly or semi-annually provide Board with a deep dive on financials.
- Infrastructure project for Southworth.
- Work with Navy to improve worker/driver program
- Increase ridership on existing routes – suggestion to target specific routes and other suggestion to stay aggregate. Example: Poulsbo route

Thank You

Closing Remarks · Kitsap Transit Board Retreat 2026

Board of Commissioners Agenda Summary
Meeting Date: 09/01/2026

AGENDA ITEM: Resolution No. 26-45, Support National Week Without Driving

SUBMITTED BY: John Clauson

TITLE: Executive Director

DEPARTMENT: Executive

EXHIBITS/ATTACHMENTS: Resolution No. 26-45

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: $ 0.00

EXPENDITURE REQUIRED: $ 0.00

FUNDING SOURCE: Other

REVIEWED BY: Executive Director

REVIEWED DATE: 08/25/2026

SUMMARY STATEMENT:

In 2021 and 2022, leaders in Washington State participated in the #WeekWithoutDriving Challenge and found the event very valuable. After two successful years, in 2023 and in partnership with America Walks, the #WeekWithoutDriving Challenge went national, with more than 142 organizations across 41 states and the District of Columbia. The Week Without Driving Challenge was created so that those who have the option to drive can learn firsthand about the barriers and challenges that non-drivers face and work with non-drivers to create more accessible communities for all. https://weekwithoutdriving.org

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-45, recognizing and supporting the Week Without Driving Challenge, October 1, 2026, through October 8, 2026.

RESOLUTION NO. 26-45

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS RECOGNIZING AND SUPPORTING NATIONAL WEEK WITHOUT DRIVING

WHEREAS, almost 25 percent of the national population cannot or do not drive and may rely on public transit; and

WHEREAS, in 2021 the Disability Mobility Initiative launched the #WeekWithoutDriving to challenge our leaders to better understand the barriers non-drivers experience in accessing our communities; and

WHEREAS, after two (2) successful years of hosting the challenge in Washington State, the campaign expanded nationwide in partnership with America Walks and other agencies; and

WHEREAS, America Walks wants those who have the option to drive regularly to understand the barriers and challenges that non-drivers face when trying to move safely in their communities, and work with non-drivers to create better communities for all; and

WHEREAS, as the transit provider for all of Kitsap County, Kitsap Transit is in support of this campaign and encourages participation at https://weekwithoutdriving.org.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners that Kitsap Transit recognizes and supports National Week Without Driving, October 1, 2026, through October 8, 2026.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 1st day of September, 2026.

____

Katherine T. Walters, Chairperson

ATTEST:

____

Jackie Bidon, Clerk of the Board

DRAFT

Board of Commissioners Agenda Summary

Meeting Date: 09/01/2026

AGENDA ITEM: Resolution No. 26-46, Reappointment of CAC Members

SUBMITTED BY: John Clauson

TITLE: Executive Director

DEPARTMENT: Executive

EXHIBITS/ATTACHMENTS:

Resolution 26-46

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: $ 0.00

EXPENDITURE REQUIRED: $ 0.00

FUNDING SOURCE:

REVIEWED BY: Executive Director

REVIEWED DATE: 08/25/2026

SUMMARY STATEMENT:

The Community Advisory Committee (CAC) has representatives whose terms expired at the end of August. Maxwell Judd is a member representing the Cross-Sound Fast Ferry and Kelsey Murray is a member representing South Kitsap. Staff requested the representatives submit updated applications to confirm continued interest in the Committee. The applications were returned and reviewed by staff. The existing CAC members also voted to approve Mr. Judd's and Ms. Murray's requests. Staff recommends renewing the memberships, extending one (1) year from the most recent expiration date, to maintain an experienced Committee.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-46, reappointing Maxwell Judd and Kelsey Murray to the Kitsap Transit Community Advisory Committee for a one-year (1-year) term effective September 1, 2026.

RESOLUTION NO. 26-46

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS CONFIRMING THE REAPPOINTMENT OF MEMBERS 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 terms of Maxwell Judd, Cross-Sound Fast Ferry, and Kelsey Murray, South Kitsap, came up for renewal in August 2026; and

WHEREAS, both Mr. Judd and Ms. Murray have expressed an interest in continued membership on the CAC; and

WHEREAS, Kitsap Transit staff requested and received updated applications from Mr. Judd and Ms. Murray; and

WHEREAS, Mr. Judd is interested in improving service and communication for cross-sound commuting services and in allowing for easier cross-community commerce and cultural exchange between the small towns of the peninsula; and

WHEREAS, Ms. Murray values the opportunity to represent community perspectives, provide meaningful public input, and help shape transit services that improve connectivity, accessibility and the quality of life, believing that reliable, accessible transportation is essential to creating thriving communities; and

WHEREAS, the existing CAC members voted to approve Mr. Judd's and Ms. Murray's requests to continue membership; and

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

DRAFT

Maxwell Judd	Cross-Sound Fast Ferry	09/26 – 08/27
Kelsey Murray	South Kitsap	09/26 – 08/27

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners that Maxwell Judd and Kelsey Murray be reappointed to the Kitsap Transit Community Advisory Committee for a one-year (1-year) term effective September 1, 2026.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 1st day of September, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT

Board of Commissioners Agenda Summary

Meeting Date: 09/01/2026

AGENDA ITEM: Resolution No. 26-47, Approve Additional 3rd Qtr Procurements

SUBMITTED BY: Paul Shinners

TITLE: Finance Director

DEPARTMENT: Finance

EXHIBITS/ATTACHMENTS:
Resolution No. 26-47

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT:

EXPENDITURE REQUIRED:

FUNDING SOURCE: Capital / Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 08/25/2026

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. 26-47, authorizing Kitsap Transit staff to go to bid for the items listed in the third quarter procurement list.

RESOLUTION NO. 26-47

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO ADVERTISE AND SEEK BIDS FOR ADDITIONAL PROJECTS AND PROCUREMENTS DURING THE THIRD 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 26-42 for the third quarter of 2026, staff is requesting permission to advertise and seek bids for the following additional procurements:

- Construction Management Services SR 16 Park & Ride Sewer Lift
- Construction Management Services Hybrid Waterman II
- Inductive Charger Install Bases and Park and Rides; 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 1st day of September, 2026.

DRAFT

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT

Board of Commissioners Agenda Summary

Meeting Date: 09/01/2026

AGENDA ITEM: Resolution No. 26-48, Award KT 26-043 CM Services for Inductive Charger Installation

SUBMITTED BY: Steffani Lillie

TITLE: Director

DEPARTMENT: Service & Capital Development

EXHIBITS/ATTACHMENTS: Resolution No. 26-48

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: $ 14,000,000.00

EXPENDITURE REQUIRED: $ 1,653,819.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 08/25/2026

SUMMARY STATEMENT:

Staff conducted a qualifications-based procurement for Construction Management (CM) Services for the Inductive Charger Installation project and received 2 proposals. Accenture LLC. was determined to be the most qualified firm and has negotiated a fair and reasonable scope and fee to provide CM services, including administration, observation, inspections, utility coordination, testing, commissioning coordination, and project closeout services for Wheaton Way Transit Center, Charleston Base, North Viking P&R, and Bainbridge Island Transit Center. This resolution authorizes award of Contract KT 26-043 to Accenture LLC., in an amount of one million six-hundred fifty-three thousand eight hundred nineteen dollars ($1,653,819) plus applicable sales tax.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-48, the Board of Commissioners hereby authorizes Kitsap Transit staff to award Contract KT 26-043 to Accenture LLC. for Construction Management Services for the Inductive Charger Installation Construction project in the amount of one million six-hundred and fifty-three thousand eight hundred and nineteen dollars ($1,653,819).

RESOLUTION NO. 26-48

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD A CONTRACT FOR CONSTRUCTION MANAGEMENT SERVICES TO ACCENTURE LLC. FOR THE INDUCTIVE CHARGER INSTALLATION PROJECT

WHEREAS, on May 26, 2026, staff publicly advertised a Request for Qualifications (RFQ) KT 26-043 for Construction Management Services for the Inductive Charger Installation Project; and

WHEREAS, on June 18, 2026, staff received and evaluated qualifications and proposals from two (2) firms, Accenture LLC., scored highest based on the proposal evaluation criteria; and

WHEREAS, Accenture LLC. submitted a proposal to provide Construction Management Services for the Inductive Charger Installation project, including project and construction administration; construction observation and inspection; utility coordination; testing and commissioning coordination; and project closeout services in the amount of one million six hundred fifty-three thousand eight hundred nineteen dollars ($1,653,819) plus applicable sales tax; 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 – Inductive Charging Combined Construction for Charleston Base (CB), North Viking P&R, Bainbridge Island Transit Center (BITC), and Wheaton Way Transit Center (WWTC); and

WHEREAS, staff recommends awarding Contract KT 26-043 for the Inductive Charging Installation Project Construction Management Services to Accenture LLC.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners authorizes Kitsap Transit staff to award Contract KT 26-043 to Accenture LLC. for Construction Management Services for the Inductive Charging Installation Project in the amount of one million six hundred fifty-three thousand eight hundred nineteen dollars ($1,653,819).

DRAFT

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 1st day of September, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT

Board of Commissioners Agenda Summary

Meeting Date: 09/01/2026

AGENDA ITEM: Resolution No. 26-49, Award KT 26-050 for Lady Swift Inspection

SUBMITTED BY: Nick Zylstra

TITLE: Director

DEPARTMENT: Marine Services

EXHIBITS/ATTACHMENTS: Resolution No. 26-49

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: $ 361,175.00

EXPENDITURE REQUIRED: $ 361,175.00

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 08/25/2026

SUMMARY STATEMENT:

Resolution 26-49 authorizes staff to award KT 26-050 for the Lady Swift dry dock inspection, to Pacific Fisherman Shipyard and Electrical. This project is to haul and block the Lady Swift for the required two-year (2-year) inspection by the United States Coast Guard (USCG).

Proposed expenditure is three hundred sixty-one thousand one hundred seventy-five dollars ($361,175). This expenditure is included in the 2026 Operating Budget - Ferry Funds.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-49, the Board of Commissioners hereby award KT 26-050 Lady Swift two-year (2-year) USCG Dry Dock to Pacific Fisherman Shipyard and Electrical in the amount of three hundred sixty-one thousand one hundred seventy-five dollars ($361,175).

RESOLUTION NO. 26-49

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD CONTRACT KT 26-050 LADY SWIFT UNITED STATES COAST GUARD (USCG) DRY DOCK INSPECTION TO PACIFIC FISHERMAN SHIPYARD AND ELECTRICAL

WHEREAS, on July 6, 2026, Procurement staff released an Invitation for Bids for KT 26-050, Lady Swift two-year (2-year) United States Coast Guard (USCG) Dry Dock inspection; and

WHEREAS, staff engaged in a competitive process to identify a qualified contractor to haul and block the M/V Lady Swift, as the United States Coast Guard (USCG) requires marine vessels to undergo inspection every two (2) years; and

WHEREAS, on August 10, 2026, Kitsap Transit received three (3) bids in response to this solicitation; and

WHEREAS, Pacific Fishermen Shipyard and Electrical (PFI) was announced as the apparent lowest bidder with a bid amount of three hundred sixty-one thousand one hundred seventy-five dollars ($361,175), pending responsiveness and responsibility checks; and

WHEREAS, Procurement staff conducted a price analysis comparing PFI's offered price against Kitsap Transit's Independent Cost Estimate (ICE) that was established using published and past pricing and deemed the bid fair and reasonable.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorize staff to award KT 26-050 Lady Swift, two-year (2-year) USCG Dry Dock inspection to Pacific Fisherman Shipyard and Electrical in the amount of three hundred sixty-one thousand one hundred seventy-five dollars ($361,175).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 1st day of September, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT

Docusign Envelope ID: 58F90071-BB17-8C1E-8227-B0051FED476B

MEMORANDUM

DATE: **August 24, 2026**

TO: **Steffani Lillie, Service and Capital Development Director**

FROM: **Edward Coviello, Transportation & Land Use Planner** EC

SUBJECT: **Title VI Review of the Fall 2026 Service Changes Effective September 13, 2026**

The Fall 2026 service changes have been reviewed. The addition of service hours to the Route 215 has resulted in a disparate impact on several US Census tracts in central Kitsap County and Bremerton. However, the changes, while affecting minority populations, are an increase in service availability. The increase in service is exclusively in US Census tracts and block groups with a higher percentage of minorities than the County average. The service increase is not resulting in a reduction of any services system wide. Therefore, there is not an adverse impact for minority or low-income populations. But rather there is an increase in bus service availability.

The increase in service is the result of a grant received by Kitsap Transit from the State of Washington to fund more transit services for students at the Olympic College in Bremerton. Students at Olympic College are now allowed to ride Kitsap Transit services free of charge for the 2026-2027 school year.

The new Route 215 schedule is attached with new trips highlighted in grey. The Title VI service analysis was performed using the Remix software tool and is available upon request.

The Kitsap Transit team is working closely with Olympic College to inform students and staff of the increase in bus service. Further, Kitsap Transit will perform the tasks listed below.

- Write and send digital rider alerts to email and text subscribers
- Physical alert posted to transit centers, park & rides, and all buses (Route 215 change will also be posted on foot ferries)
- Service change information posted to digital displays on buses
- Blog post written and posted on our blog
- Blog post shared to social media
- Blog post shared in monthly newsletter
- Olympic College will send an informational email about Route 215 to students

215 - McWilliams

Weekdays Only						Outbound Inbound						
WSF Arrives	***Fast Ferry Arrives***	**Bremerton TC**	**Olympic College Bremerton**	**Wheaton Way TC**	**McWilliams P&R**	**McWilliams P&R**	**Wheaton Way TC**	**Olympic College Bremerton**	**Bremerton TC**	***Fast Ferry Departs***	***WSF Departs***	
- - -	- - -	- - -	- - -	- - -	- - -	4:11 AM	4:16 AM	- - -	4:28 AM	*4:40 AM*		
- - -	- - -	- - -	- - -	- - -	- - -	4:56 AM	5:01 AM	- - -	5:13 AM	*5:25 AM*		
- - -	- - -	- - -	- - -	- - -	- - -	5:35 AM	5:41 AM	- - -	5:53 AM	*6:05 AM*		
- - -	- - -	- - -	- - -	- - -	- - -	5:47 AM	5:53 AM	- - -	6:05 AM		*6:20 AM*	
- - -	*5:50 AM*	5:55 AM	6:00 AM	6:09 AM	6:15 AM	6:15 AM	6:21 AM	6:25 AM	6:33 AM	*6:45 AM*		
- - -	*5:50 AM*	6:20 AM	6:25 AM	6:34 AM	6:40 AM	6:40 AM	6:46 AM	6:50 AM	6:58 AM		*7:20 AM*	
- - -	*6:35 AM*	6:35 AM	6:40 AM	6:49 AM	6:55 AM	6:55 AM	7:01 AM	7:05 AM	7:13 AM	*7:25 AM*		
7:00 AM	*6:35 AM*	7:10 AM	7:15 AM	7:24 AM	7:30 AM	7:32 AM	7:38 AM	7:42 AM	7:50 AM	*8:05 AM*		
	7:55 AM	8:20 AM	8:25 AM	8:34 AM	8:40 AM	8:42 AM	8:48 AM	8:52 AM	9:00 AM	***1:50 PM***	*9:50 AM*	OC addition
8:35 AM	*9:10 AM*	9:20 AM	9:25 AM	9:34 AM	9:40 AM	9:42 AM	9:48 AM	9:52 AM	10:00 AM		*11:10 AM*	OC addition
9:35 AM		10:20 AM	10:25 AM	10:34 AM	10:40 AM	10:42 AM	10:48 AM	10:52 AM	11:00 AM		*11:10 AM*	OC addition
11:00 AM		11:20 AM	11:25 AM	11:34 AM	11:40 AM	11:42 AM	11:48 AM	11:52 AM	**12:00 PM**		***12:20 PM***	OC addition
12:10 PM		**12:20 PM**	**12:25 PM**	**12:34 PM**	**12:40 PM**	**12:42 PM**	**12:48 PM**	**12:52 PM**	**1:00 PM**		***1:30 PM***	OC addition
		1:20 PM	**1:25 PM**	**1:34 PM**	**1:40 PM**	**1:42 PM**	**1:48 PM**	**1:52 PM**	**2:00 PM**	***3:05 PM***		OC addition
1:20 PM		**2:10 PM**	**2:15 PM**	**2:24 PM**	**2:30 PM**	**2:32 PM**	**2:37 PM**	**2:41 PM**	**2:49 PM**	***3:05 PM***	***3:00 PM***	
2:30 PM		**2:35 PM**	**2:40 PM**	**2:49 PM**	**2:55 PM**	**2:55 PM**	**3:00 PM**	**3:04 PM**	**3:12 PM**	***3:45 PM***	- - -	
- - -	***2:55 PM***	**3:05 PM**	**3:10 PM**	**3:19 PM**	**3:26 PM**	**3:28 PM**	**3:34 PM**	**3:38 PM**	**3:46 PM**	***4:25 PM***	***4:15 PM***	
3:50 PM	- - -	**4:05 PM**	**4:10 PM**	**4:19 PM**	**4:26 PM**	**4:27 PM**	**4:33 PM**	**4:37 PM**	**4:45 PM**	***5:00 PM***	- - -	
- - -	***4:15 PM***	**4:25 PM**	**4:30 PM**	**4:39 PM**	**4:46 PM**	**4:50 PM**	**4:56 PM**	**5:00 PM**	**5:08 PM**	***5:45 PM***	***5:30 PM***	
- - -	***4:55 PM***	**5:05 PM**	**5:10 PM**	**5:19 PM**	**5:25 PM**	**5:26 PM**	**5:32 PM**	**5:36 PM**	**5:45 PM**	***6:20 PM***	- - -	
5:15 PM	- - -	**5:25 PM**	**5:31 PM**	**5:39 PM**	**5:45 PM**	**5:45 PM**	**5:50 PM**	**5:54 PM**	**6:02 PM**	***6:20 PM***	- - -	
- - -	***5:35 PM***	**5:55 PM**	**6:00 PM**	**6:09 PM**	**6:15 PM**	**6:15 PM**	**6:20 PM**	**6:24 PM**	**6:32 PM**	***7:05 PM***	***6:40 PM***	
- - -	***6:10 PM***	**6:20 PM**	**6:25 PM**	**6:34 PM**	**6:39 PM**	**6:41 PM**	**6:47 PM**	**6:51 PM**	**6:59 PM**	- - -		
6:30 PM	- - -	**6:35 PM**	**6:40 PM**	**6:48 PM**	**6:53 PM**	**6:55 PM**	**7:01 PM**	**7:05 PM**	**7:13 PM**	- - -		
6:30 PM	***6:55 PM***	**7:05 PM**	**7:10 PM**	**7:19 PM**	**7:25 PM**	**7:27 PM**	**7:33 PM**	**7:37 PM**	**7:45 PM**	- - -	***7:55 PM***	

To: Kitsap Transit
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)
Date: August 24, 2026
Re: September 1, 2026, Board Meeting – Legislative Report

Interim Update

The dust has more or less settled on the August 4 Primary Election. While turnout numbers are expected to change noticeably for the November General Election, if those results hold in November, Democrats could expand their House majority and further reduce the number of Republican-held seats in the Legislature. The more significant question, however, is whether those gains could produce a two-thirds supermajority.

Under the Washington Constitution, proposed constitutional amendments require approval by two-thirds of the members of both the House and Senate before being submitted to voters. In the 98-member House, that means 66 votes. Democrats currently hold 59 seats and would therefore need a net gain of seven seats to reach that threshold.

The threshold in the 49-member Senate is 33 votes. With their current 29-20 majority, Senate Democrats would need a net gain of four seats. While several Republican-held legislative seats appear vulnerable following the primary, the current electoral landscape does not appear to put Democrats within realistic reach of the necessary two-thirds majority in both chambers. As a result, Democrats may emerge from the 2026 election with even larger legislative majorities, but Republicans are still likely to retain enough seats to prevent Democrats from advancing constitutional amendments without some level of bipartisan support.

Locally, in the 23rd LD (North Kitsap), incumbent Representatives Tarra Simmons (D) and Greg Nance (D) held notable leads in the primary. In the more contested 26th LD (Port Orchard-Gig Harbor), incumbent Senator Deb Krishnadasan (D) looks poised to retain to her over challenger Gary Parker (R), while incumbent Representative Adison Richards (D) also appears poised to return. He will face David Olson (R) in November. The open House seat is slightly closer following the retirement of longtime Representative Michelle Valdez (R), with Republican Katy Cornell and Democrat Renee Hernandez Greenfield advancing to the General Election. This is one potential pickup opportunity for House Democrats.

In the Republican-leaning 35th LD (Mason County and parts of Kitsap), all three races are relatively tight, though most expect the incumbent Republicans to prevail as conservative turnout is likely to increase in November. Incumbent Senator Drew MacEwen (R) holds a slight lead over challenger Carolina Mejia (D), while incumbent Representatives Dan Griffey (R) and Travis Couture (R) leader with slightly higher margins over their Democrat challengers.

Other races of note include the 17th and 18th Legislative Districts in Clark County, where Democrat challengers hold slight leads over the Republican incumbents. If those numbers hold, Democrats could see up to four (or five, including the 26th LD) new members in 2027.

Beyond the Democrat-Republican battles, a number of elections are marked by intra-party challenges that could similarly shift the tone of the debate in Olympia in the coming session. A number of more moderate or mainstream Democrats are being challenged by progressive newcomers, while a handful of Republican-leaning districts similarly see faceoffs between more mainstream or moderate members and more strident conservatives. These races, as much as the D vs R races, will color the debates in the coming biennium.

State Budget Outlook: 2027–29 Biennium

Washington's revenue forecast continues to show a mixed picture, according to the Washington State Economic and Revenue Forecast Council (ERFC). The economic slowdown results in a projected $427 million decrease in the current 2025–27 biennium, driven by lower personal income and slower employment growth. Additional economic-related declines of $450 million are expected in 2027–29 and $122 million in 2029–31.

With this backdrop, and with what the Office of Financial Management (OFM) has described as potentially the most challenging budget environment in decades, OFM formally advised agencies in June that significant shortfalls are expected in both the operating and transportation budgets and directed agencies to focus budget requests on mandatory cost increases rather than program expansion.

For local governments and transit agencies, the broader takeaway is that the 2027 Legislature is likely to focus heavily on budget sustainability, preservation of existing services, and cost containment. New discretionary investments will face heightened scrutiny, and competition for limited state resources is expected to be significant.

Transportation Budget Outlook: 2027-29 Biennium

Although the Legislature adopted a major transportation revenue package in 2025, Washington's transportation budget continues to face long-term structural challenges. The package increased fuel taxes, vehicle-related taxes and fees, rental car taxes, and other transportation revenues, providing sufficient revenue to maintain budget balance through the 2027–29 biennium. However, much of that revenue was used to address existing project cost overruns and preserve previously authorized investments rather than launch major new initiatives.

Gas taxes account for roughly 40 percent of transportation revenues, and forecasts continue to show long-term declines as vehicles become more fuel efficient and electrification increases. At the same time, construction inflation continues to increase project delivery costs, creating additional pressure on state transportation accounts. Several transportation stakeholders have warned that cost escalation remains one of the most significant long-term risks facing the system. Accordingly, OFM has directed transportation agencies to submit 2027–29 requests focused on mandatory needs and critical costs, signaling that transportation funding, like the operating budget, will face significant constraints.

For Kitsap Transit, the key implication is that the 2027 transportation debate will likely center on preservation of existing programs, ferry system reliability, transportation revenue sustainability, and the state's response to declining fuel-tax revenues and other long-term transportation funding challenges. While transit remains a critical part of Washington's transportation system, new statewide transit investments may be difficult to secure absent a broader conversation about transportation funding reform and long-term revenue replacement strategies.

Washington State Ferries

As shared by WHUF in a recent update, on August 5, WSF marked a long-awaited milestone as Eastern Shipbuilding Group cut the first steel in Panama City, Florida for the state's first new ferry in more than a decade. This is the lead vessel of three hybrid-electric ferries under a $715 million contract. The 160-car, 1,500-passenger vessels are designed to run on rechargeable battery power most of the time, with twin diesel generators for backup, and the first two are slated for the Mukilteo-Clinton route, where frequent stops make electrification more practical. The lead ferry, to be named the *Wishkah*, is expected to be delivered in summer 2030, with the second and third arriving in 2031 and 2032. The new vessel will be Washington's first out-of-state ferry order in more than 50 years, and Eastern's bid came in more than 30% below a competing bid from Nichols Brothers Boat Builders on Whidbey Island, a decision that has drawn criticism locally even as construction moves forward.

While riders and lawmakers welcomed the progress, both groups emphasized that three new ferries alone will not close the gap. WSF has lost four vessels to retirement over the past decade, the current fleet of 21 ferries averages 35 years old (with five vessels over 50), and the agency's long-term electrification plan calls for 13 additional new ferries by 2040, ultimately growing the fleet to as many as 26 vessels. Earlier this year the Legislature granted $28 million extra to extend the service life of the existing fleet and chartered a bipartisan workgroup, involving transportation leaders from both the House and Senate to develop a sustainable long-term funding strategy for future ferry construction. That workgroup's recommendations are due December 15, 2026, with Senate Transportation Committee Chair Marko Liias hoping to see legislative action on ordering the next three vessels in 2027.

Upcoming Meetings & Events

8/19 - WSDOT Open House - Members of the public are invited to attend an in-person open house to learn more about a project focused on SR 7 and Pacific Avenue South in Spanaway and Parkland. Click here to learn more.

9/1 - Washington State Transportation Commission - Virtual Tri State Meeting.

9/18 - The Freight Mobility Strategic Investment Board (FMSIB): FMSIB will be holding a board meeting on September 18 in Ellensburg. Click here to learn more.

Washington Highway Users Federation (WHUF)

Save the date for the WHUF Interim Briefing. WHUF will be holding its annual Interim Briefing on December 4 at the Tacoma Convention Center. More details are coming soon.

KITSAP TRANSIT
COMMUNITY ADVISORY COMMITTEE

Meeting Minutes
June 25, 2026

Meeting Recording:
https://kitsaptransit.zoom.us/rec/share/miAxPcMs9FJQ_B0nWJY7c9yiGgtiie0PsMMO3DVP1lVbGc4PW6epGMraV8hu1u-X.zna7IDdSXxfvjZEg
Passcode: h=MU7pIz

CALL TO ORDER/ROLL CALL

Meeting called to order at 6:30PM by Chair Kelsey Murray.

ATTENDED:

Rudy Baum, Kitsap Health District
Patricia Bradley, Silverdale
Marsha Cutting, Bainbridge Island (virtual)
Robert Dollar, Bremerton, West
Maxwell Judd, KT Cross-Sound Fast Ferry
JR Kinnison, Peninsula Council for the Blind
Tecla Legge, Kingston
Ken Longcrier, Port Orchard
Kelsey Murray, South Kitsap

ABSENT:
Cindy Hare-Willis, Peninsula Community Health (excused)
Daniel Walkup, Bremerton, East (excused)
Susan Woolley, Kitsap Mental Health (excused)

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

VISITORS:
Kat Woofter

BUSINESS ITEMS

1. Approval of Meeting Minutes

Motion made by Robert Dollar to approve the May minutes as written; seconded by Tecla Legge. **Minutes approved as presented.**

2. Board of Commissioners Agenda Review

In the absence of Executive Director John Clauson, Executive Assistant Charlotte Sampson reviewed the items for the July 7 meeting. The Consent Agenda consisted of the typical warrants and minutes from the prior meeting but also included a resolution approving the membership renewal of CAC member JR Kinnison and approval of the second quarter procurements.

Full Discussion items include a presentation and public hearing on the Transit Development Plan. Transportation and Land Use Planner Ed Coviello will be presenting during the public hearing as well as at tonight's meeting. Resolutions for the July meeting include:

- Adoption of 2026 – 2031 Transit Development Plan
- Contract award for the West Bremerton Transit Center design and NEPA phase

Other items on the agenda are the regular progress reports from the state lobbyist, the financials, fuel costs, and minutes from the April and May CAC meetings.

3. Committee Member Reports

Maxwell Judd, KT Cross-Sound Ferry Rider, reported a concern from someone who rides the Bremerton route that must wait for a subsequent ferry because the one he wants is full. Maxwell had given him strategies to use, including possibly shifting his work schedule so there's less of a wait. The customer also had questions about the size of boats and the number of sailings. Maxwell explained to him the requirements for fast ferry service through Rich Passage and the issues with wake problems. The customer said he was not happy with that decision and noted he was going to look into filing suit against those involved, as he had purchased a house in the area on good faith that the fast ferry would be dependable. Kelsey Murray, South Kitsap, noted she had had a similar conversation with that person prior to forwarding him to Maxwell for response, explaining to him that there used to be a reservation system and that there are still options available with the state ferry schedule.

Maxwell continued, stating that Kitsap Transit's service coverage during the World Cup event was great.

Tecla Legge, Kingston, reported that members of Kingston's Transportation and Community Advisory Committees are interested in how Kitsap Transit will approach the public representative on the Board. She also stated that she has had many people request a change in the Kingston fast ferry schedule to accommodate adding midday service **(attached to minutes)**.

JR Kinnison, Peninsula Council for the Blind, reported on an incident that occurred with him and his guide dog where a fellow passenger rudely complained about the dog being on the bus. He reported it to Executive Director Clauson and the matter was addressed, but he wondered if Kitsap Transit should post information regarding service animals. Discussion on service animals versus pets, the behaviors of service animals, and educating the ridership by posting information on allowing service animals.

Marsha Cutting, Bainbridge Island, noted that while on Route 390 on Bainbridge, there is an issue with the stop announcement garbling/dropping off at the end. She suggested re-recording it and having the cross-street stated first instead of the street the bus is already on, or possibly just the upcoming cross-street. JR Kinnison added that the outside speakers on the buses are garbled and should also announce the route number upon arrival **(attached to minutes)**.

Maxwell asked about an express route from Kingston to Bainbridge. Tecla stated Route 391 provides midday service from Kingston to Bainbridge, though it's not an express route. She also commented that the colored wraps on the bus stop poles are very helpful.

Kelsey Murray, South Kitsap, stated that she took the Bremerton fast ferry today and the World Cup signage at the BTC looks great. She added that Kitsap Transit has the friendliest staff of all she has seen and taken in the region. She then brought up a discussion she had with another rider which led to the different types of boats we have. Director Zylstra explained that we have the bow-loaders and the Rich Passage-class, and the rest are one-off vessels used for the local ferry service and the Finest, used in Kingston. He reported on the current “boat shuffle” that has been occurring in Kingston due to repairs and haul-outs.

Maxwell added that the extra card readers on the dock are cutting down on delays in Bremerton.

Kelsey continued, asking about the possibility of cross-training on the vessels to help alleviate staffing problems. Is there a long-term plan to only have a couple of styles of vessels to lessen the impact on staffing, training, etc.? Director Zylstra stated that, in the beginning, it was a scramble and the department was making do with the boats they had. We are currently working on construction of two new boats, one being a bow loader and one being a hybrid like the Waterman. Cross training is not as big of an issue for us; the crew needs to learn the specifics of the boat, but the strategy doesn’t change. The staffing issue is more a matter of how many crew we have, not what they can do. He noted that WSF has different classes of vessels, so their boats require different crews.

Tecla Legge asked if the third dock in Kingston would ever be used for our bow loaders. Director Zylstra said the problem isn’t just in Kingston, but in Seattle as well. If the weather makes docking too rough in Kingston, it’s too rough at Pier 50. Also, we don’t have an agreement with WSF to use the docks in Kingston and at Pier 50.

DISCUSSION ITEMS

2. Presentation – Marine Services Items

Agenda was shifted and Marine Services Director Nick Zylstra showed photos of issues being addressed on the boats:

- Bike Racks on Reliance
    - Overview explaining new rack design in response to complaints regarding existing racks. Kitsap Transit worked with local bike shops to develop a new system. Prototype was built and available for about a year for testing before being installed on the M/V Reliance.
    - Negative feedback received included height of racks and design flaws.

- Positive feedback included improved bike storage with no damage to bikes with front fenders and no need to fold bike.
  - No plans to change the racks on the other boats. Lady Swift and Rich Passage 1 scheduled for installation during next drydock period. KT will conduct rider outreach for more input and feedback prior to installation.

  Discussion on use of e-bikes, crew enforcement, and height of racks. Maxwell Judd recommended rubberizing the hook and possibly adding non-skid or something along the wall to help avoid extensive swing. A feedback form will be developed for the website.

- Ramp at Bremerton
  - Overview explaining concern that the crossover ramp from the Bremerton dock to the RP-class vessels creates an awkward situation where wheelchair passengers must cross backwards.
  - Director Zylstra explained the reason behind having the ramp the way it is, showing pictures of the pipes and conduits that run down the dock that cannot be moved but that need to be crossed for boarding. The ramps are built to go up the three to four inches necessary to clear the pipes, then drop down onto the deck of the boat.
  - The dock height is different in Bremerton than at Pier 50, so we cannot use the same ramps they use in Seattle.

  Both sides of the dock in Bremerton are used, with the pipes and conduits running down both sides, so any changes on the dock itself would need to be made on both sides. Placement of the electrical, water, and sewage systems on the vessels are critical for weight distribution and need to be taken into consideration.

  JR Kinnison added that the "well" between the end of the ramp and the lip for the cabin door causes issues also, making it necessary for wheelchairs to go backwards. This causes a delay in loading; allowing pre-boarding for wheelchairs would be better. Director Zylstra stated that we put safety above schedule, so if they are there in time to pre-board, great; if we must delay departure due to loading a wheelchair, that's the way it is.

JR concluded by asking if the ramp could be angled a bit higher at the boat or extended longer to go over the lip at the cabin door. Director Zylstra said he would investigate this **(attached to minutes)**.

1. Presentation – Transit Development Plan

Transportation and Land Use Planner Edward Coviello gave a presentation on the 2026 – 2031 Transit Development Plan which will be shown at a public hearing at the Board of Commissioners meeting on July 7 before being voted on by the Board (**attached**).

Kelsey Murray commented that there are many people excited about the development of Ruby Creek Park & Ride.

Maxwell Judd asked if the 3.5% increase in ridership included youth. Maxwell commented that there are many times when they are not counted when they board because it doesn't involve actual payment. Coviello agreed and noted that there is a decline in Worker/Driver ridership that we are looking into.

JR Kinnison asked about the training center and whether it would be for *ACCESS* as well. Coviello stated it would. JR then asked about the training center for Marine Services. Coviello stated that the study for the Marine Maintenance Facility in Port Orchard is currently on hold due to costs.

Maxwell stated he liked the idea of our training facility being a hub for training other agencies on the peninsula. It reinforces the idea of Kitsap Transit being a regional leader.

3. Discussion – CAC Resolution

Not addressed; ran out of time.

GOOD OF THE ORDER

Kelsey Murray reminded the members that there are some committee members without e-mail. If a member has information to share with other members outside of the meetings, either personally or from the public, it needs to be sent to her or to staff to ensure correct distribution.

PUBLIC COMMENT (also made throughout the meeting)

None

ADJOURN

Meeting adjourned at 8:01PM.

Items/questions from June CAC Meeting

- Grass, etc., needs trimming at bus stop on Summit and Porter in Bremerton.

  Reached out to Facilities to address. Stop will be cleaned Thursday, July 2.

- Request for a change in the Kingston Fast Ferry schedule to allow for midday runs.

  Fulfilling this request would require additional funds for fuel, crew, etc.

- Automatic bus announcements, particularly on Route 390, drop off and are muffled at the end. Possible to re-record and have cross-street announced first? Also, outside speakers are garbled at times.

  Reached out to Service and Capital Development Department. Changing the naming convention would be a massive effort and would not be beneficial to most passengers. It may work well for the 390 but the rest of the system often has multiple turns and doesn't just travel down one main arterial. Stop names list the street where it is travelling first then the cross street primarily for the user to understand where to catch or get off the bus.

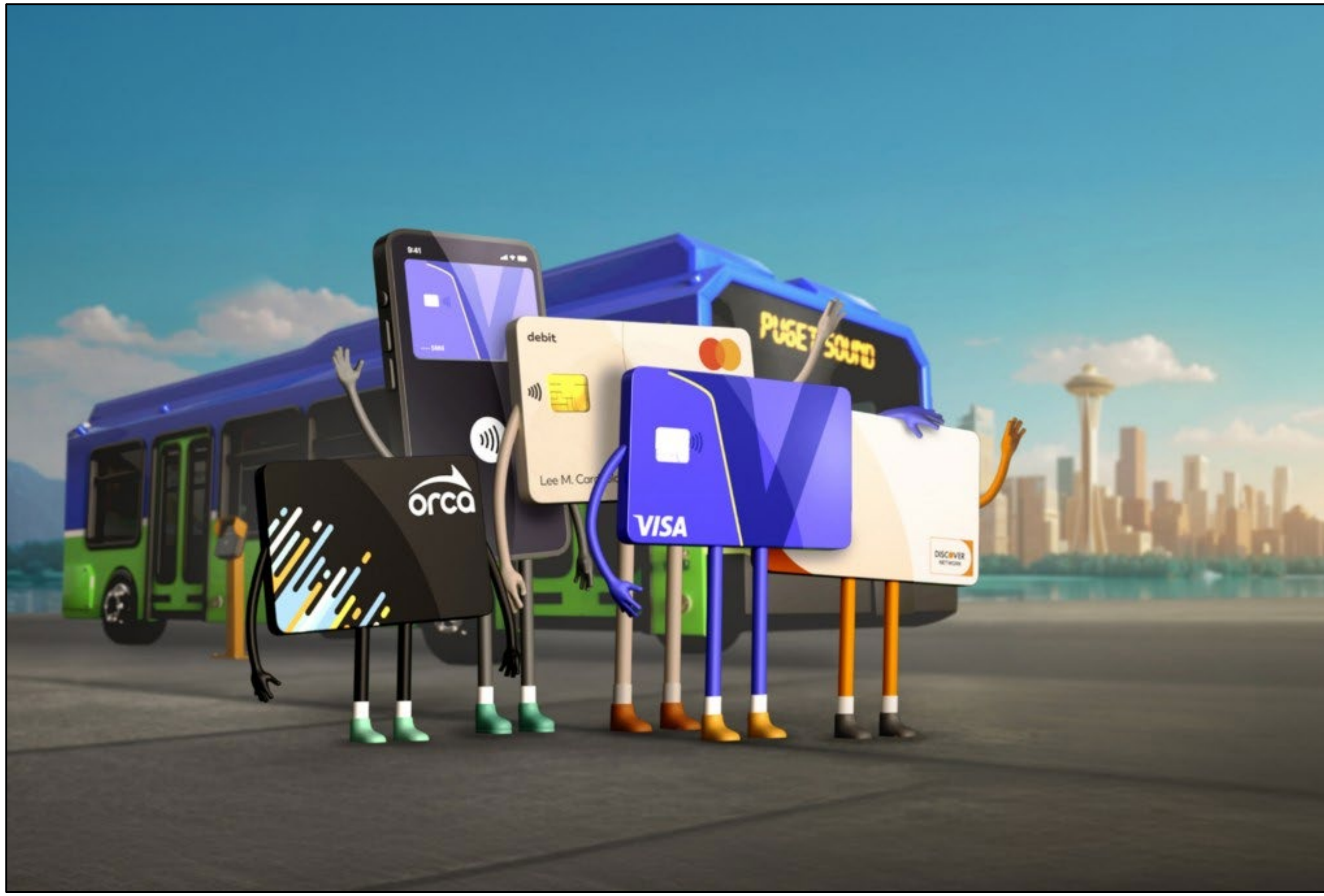
  In some cases, our stop names are admittedly long, and some stops are very close together, which could contribute to interruptions. Normally, if stops are too close together, the next stop announcement just gets skipped. However, if someone pulls the stop cord, that announcement always takes priority and will interrupt the automated stop announcement.

  Regarding the exterior speakers, I don't think there's much we can do without a little more information. If we can identify the route, approximate day and time, or ideally the vehicle, we'll have a much better chance of figuring out what's going on. With the route and approximate day/time, we can use CAD playback and/or VDAP to identify the bus, which should give staff a much better place to start troubleshooting.

- Possible modification of ramp for Bremerton fast ferries to extend past the lip at cabin door.

  We are currently in the process of having a new landing plate built which will be the same height as the threshold for Rich Passage 1. It will also be the same width as the ramp. By doing this we will essentially flatten out the dip that was created with the old ramps. We should have the new landing platform in the next couple of weeks.

2026-2031 Transit Development Plan



Public Hearing 10:30 a.m. - July 7, 2026

Kitsap Transit

WHAT'S INSIDE

- Organizational goals
- Our facilities
- Transit service
- 2025 Accomplishments
- 2026-2031 Goals
- Operating data & equipment
- Revenues/expenditures
- Vision map
- Appendices

Our Organization

In 2025 - 509 Full Time Employees (FTE Equivalent)

3.5 Full-time equivalents in the Executive Division

309.8 Full-time equivalents in the Operations Division

Of these:

- 155.0 were for Routed Service
- 136.8 were for ACCESS Service
- 18.0 were for Worker/Driver Service

67.5 Full-time equivalents in the Vehicle and Facilities Maintenance Division

16.0 Full-time equivalents in the Service Development Division

11.5 Full-time equivalents in the Finance Division

12.5 Full-time equivalents in the Human Resources Division

4.5 Full-time equivalents in the Capital Development Division

71.0 Full-time equivalents in the Marine Services Division

13.0 Full-time equivalents in the Marketing Division

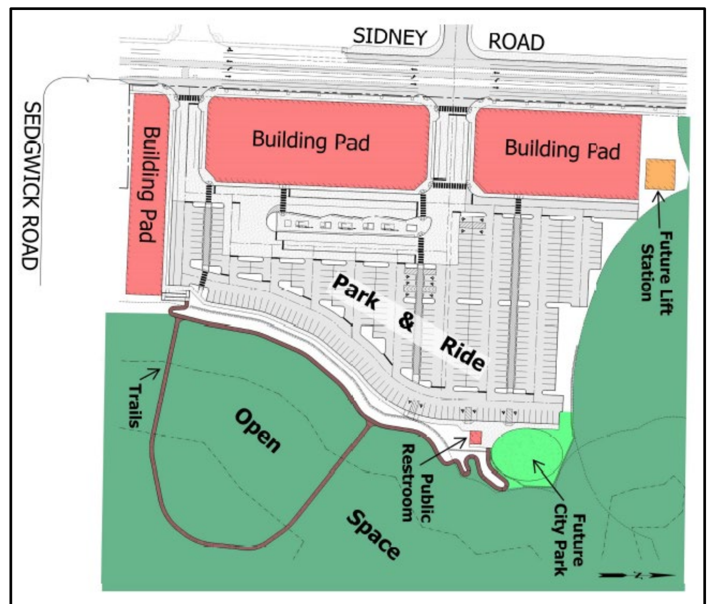
509.3 Full-time equivalents as of 12/31/2025

2025 Accomplishments

- Received 5 W/D electric buses
- Selected location for training center – funding received in 2026!
- A 3.5% ridership increase
- Sunday service expanded to Bainbridge Island
- Completed Ruby Creek Park & Ride design
- Intra-county POF study
- Improved Southworth ferry parking lot

2026-2031 TARGETS

- Construct training facility
- Complete the Ruby Creek Park & Ride
- Complete planning for transit centers, park & rides & marine facilities
- Complete construction of NB maintenance project
- Install inductive electric bus chargers at TCs
- Delivery of 4 electric & 7 diesel routed buses / 19 propane *ACCESS* buses



Operating Data, Facilities & Equipment, Revenues/Expenditures

- 2025 Actual data
- Projected operating data, 2026-2031
- 2026-2031 Projected capital
- 2026-2031 Revenue/ expenditure forecast

Transit Development Plan - Final

Section IX - Operating Revenues and Expenditures (2025 - 2031)

(Dollars in thousands)

	Actual	Budget	Outlook				
	2025	2026	2027	2028	2029	2030	2031
REVENUES							
FARES - ROUTED	1,663	1,740	1,775	1,810	1,846	1,883	1,921
FARES - WORKER DRIVER	888	756	771	786	802	818	834
FARES - VANPOOL	307	308	314	320	327	333	340
FARES - DEMAND RESPONSE	169	171	174	178	181	185	189
FARES - FERRY	5,597	6,012	5,953	6,229	6,519	6,821	7,139
PARKING REVENUE	199	192	192	192	192	192	192
RENTAL INCOME	493	380	380	384	388	392	395
SALES TAX - NET	82,697	86,783	90,254	93,865	97,620	101,524	105,585
OPERATING GRANTS	10,815	925	12,565	2,125	10,205	2,125	10,205
INTEREST INCOME	4,517	3,942	1,978	1,327	1,039	826	681
OTHER INCOME (EXPENSE)	68	30	30	30	30	30	30
TOTAL REVENUES	**107,413**	**101,238**	**114,386**	**107,246**	**119,149**	**115,129**	**127,511**
OPERATING EXPENSES							
ROUTED SERVICE	34,552	38,013	39,913	41,909	44,004	46,204	48,515
WORKER DRIVER	3,467	3,814	4,005	4,205	4,415	4,636	4,868
VANPOOL	883	971	1,020	1,071	1,124	1,180	1,239
DEMAND RESPONSE	24,407	26,852	28,194	29,604	31,084	32,638	34,270
FERRY	22,820	28,732	28,620	27,027	30,943	29,731	34,636
TOTAL OPERATING EXPENSES	**86,128**	**98,382**	**101,752**	**103,816**	**111,570**	**114,389**	**123,528**
NET CASH AVAILABLE FROM OPERATIONS	**21,285**	**2,856**	**12,634**	**3,430**	**7,578**	**739**	**3,984**
BEGINNING UNRESTRICTED RESERVES	93,976	96,826	51,176	52,878	37,424	35,727	27,199
NET CASH AVAILABLE FROM OPS	21,285	2,856	12,634	3,430	7,578	739	3,984
PRINCIPAL AND INTEREST PAYMENT	(3,997)	(3,704)	(3,694)	(3,684)	(3,676)	(3,667)	(3,655)
CAPITAL EXPENDITURES, NET	(10,384)	(63,508)	(19,800)	(15,200)	(5,600)	(5,600)	(5,600)
RESERVES	(650)	10,625	12,563	-	-	-	-
OTHER, NET	(1,706)	8,080	-	-	-	-	-
ENDING UNRESTRICTED RESERVES	**98,524**	**51,176**	**52,878**	**37,424**	**35,727**	**27,199**	**21,928**

APPENDIXES

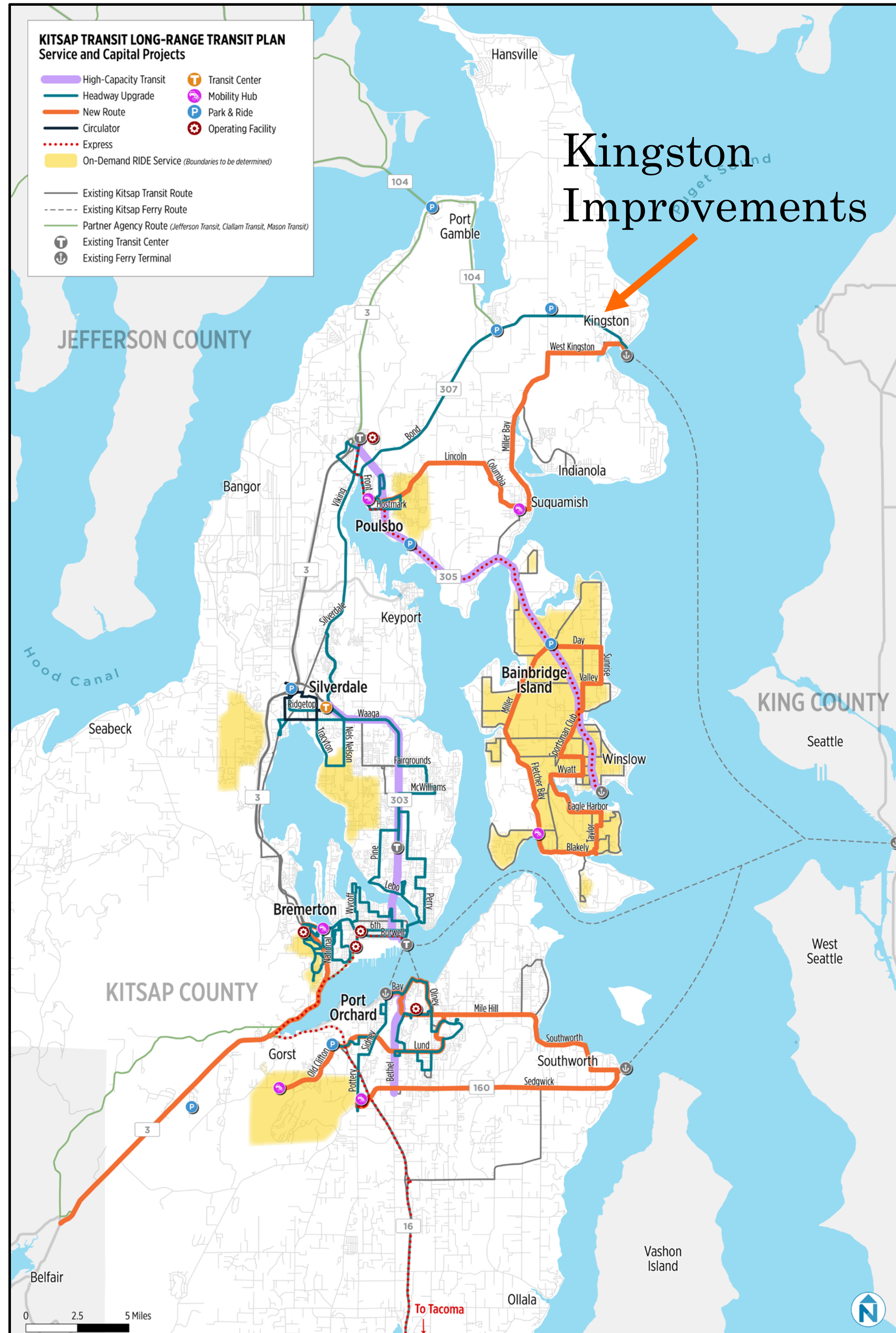
- Appendix I: Routed System Map
- Appendix II: Equipment & Facilities Asset Inventory
- Appendix III: Fleet Inventory
- Appendix IV: Transit Asset Management 2025 Actual & 2026 Targets
- Appendix V: Kitsap Transit Regionally Significant Projects
- Appendix VI: Transit Safety 2025 Actual & 2026 Targets

QUESTIONS?

- Public Hearing
- CAC/Public Comments
- Submit to PSRC/ WSDOT

Draft Plan available at:

https://www.kitsaptransit.com/agency-information/planning



Kitsap Transit
Income Statement - Transit Fund
July 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Routed Fare	$177,910	$142,500	$1,127,951	$996,000	$131,951	13.25%
Worker Driver Fares	$50,784	$61,500	$349,675	$431,000	($81,325)	(18.87%)
Van Pool Fares	$25,264	$25,642	$201,525	$179,492	$22,033	12.28%
Access Fare	$12,215	$13,500	$93,496	$100,200	($6,704)	(6.69%)
Parking	$16,628	$16,000	$111,933	$112,000	($67)	(0.06%)
Lease Income	$32,231	$31,667	$220,495	$221,667	($1,172)	(0.53%)
Other Operating Income	$4,116	$2,500	$18,058	$17,500	$558	3.19%
OPERATING REVENUE	$319,149	$293,308	$2,123,133	$2,057,858	$65,275	3.17%
OPERATING EXPENSES						
General Administration	$513,386	$597,729	$3,715,561	$4,227,999	($512,438)	(12.12%)
Capital Development	$65,011	$87,188	$501,533	$612,076	($110,543)	(18.06%)
Customer Service	$102,856	$91,942	$615,773	$645,704	($29,932)	(4.64%)
Routed	$1,642,207	$1,659,695	$10,737,901	$11,650,123	($912,222)	(7.83%)
Worker Driver	$114,832	$132,154	$762,675	$921,260	($158,585)	(17.21%)
Rideshare	$41,357	$38,954	$253,555	$274,741	($21,187)	(7.71%)
Access	$1,191,730	$1,260,534	$8,490,436	$8,806,098	($315,661)	(3.58%)
Vehicle Maintenance	$1,057,531	$1,020,341	$7,667,371	$7,178,847	$488,524	6.81%
Facilities Maintenance	$375,218	$384,047	$2,731,258	$2,709,555	$21,703	0.80%
Service Development	$360,940	$370,432	$2,670,689	$2,601,174	$69,515	2.67%
Total Operating Expense	$5,465,068	$5,643,017	$38,146,753	$39,627,577	($1,480,824)	(3.74%)
OPERATING INCOME (LOSS)	**($5,145,920)**	**($5,349,709)**	**($36,023,620)**	**($37,569,719)**	**$1,546,099**	**(4.12%)**
NON OPERATING INCOME (EXPENSE)						
Sales Tax	$5,562,000	$5,588,000	$36,047,000	$36,221,000	($174,000)	(0.48%)
State Operating Grant	$8,963	$10,417	$62,738	$72,917	($10,179)	(13.96%)
Other Operating Grant	$45,730	$0	$45,730	$0	$45,730	0.00%
Interest Income	$358,041	$280,000	$2,476,611	$2,140,000	$336,611	15.73%
Misc Income / (Expense)	$0	$0	($12,079)	$0	($12,079)	0.00%
Depreciation Expense	($888,738)	($875,000)	($6,221,162)	($6,125,000)	($96,162)	1.57%
Amortization Expense	($5,527)	($5,527)	($38,687)	($38,689)	$2	0.00%
Sales Tax Collection Fee	($55,620)	($55,880)	($360,470)	($362,210)	$1,740	(0.48%)
Gain/Loss Disposition of Assets	$3,772	$0	$10,166	$0	$10,166	0.00%
Total Non Operating Income (Expense)	$5,028,621	$4,942,010	$32,009,845	$31,908,018	$101,828	0.32%
NET INCOME (LOSS)	**($117,299)**	**($407,699)**	**($4,013,774)**	**($5,661,701)**	**$1,647,927**	**(29.11%)**

Kitsap Transit
Income Statement - Ferry Fund
July 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	**Budget**	**Actual**	**Budget**	**Dollar**	**Percent**
OPERATING REVENUE						
Local Ferry Fares	$79,496	$58,600	$477,102	$425,800	$51,302	12.05%
Bremerton Fast Ferry Fares	$333,513	$312,300	$1,845,960	$1,845,600	$360	0.02%
Kingston Fast Ferry Fares	$90,115	$81,400	$476,157	$428,400	$47,757	11.15%
Southworth Fast Ferry Fares	$118,644	$129,800	$763,023	$721,400	$41,623	5.77%
Total Operating Revenue	$621,767	$582,100	$3,562,242	$3,421,200	$141,042	4.12%
OPERATING EXPENSE						
General Administration	$203,957	$234,740	$1,556,296	$1,660,379	($104,083)	(6.27%)
Local Ferry Operations	$171,458	$198,957	$1,086,693	$1,392,319	($305,626)	(21.95%)
Bremerton Fast Ferry Operations	$444,168	$314,235	$2,747,352	$2,207,116	$540,237	24.48%
Kingston Fast Ferry Operations	$368,630	$326,769	$2,339,114	$2,298,884	$40,230	1.75%
Southworth Fast Ferry Operations	$321,352	$319,206	$2,188,030	$2,242,659	($54,629)	(2.44%)
Maintenance and Facilities	$396,326	$893,201	$3,774,107	$6,261,633	($2,487,526)	(39.73%)
	$1,905,891	$2,287,108	$13,691,592	$16,062,989	($2,371,398)	(14.76%)
OPERATING INCOME (LOSS)	**($1,284,124)**	**($1,705,008)**	**($10,129,350)**	**($12,641,789)**	**$2,512,439**	**(19.87%)**
NON OPERATING REVENUE (EXPENSE)						
Sales Tax Revenue	$2,084,000	$2,095,000	$13,506,000	$13,571,000	($65,000)	(0.48%)
Operating Grants	$0	$66,667	$200,000	$466,667	($266,667)	(57.14%)
Interest Income	$60,558	$35,000	$414,582	$287,000	$127,582	44.45%
Interest Expense	($56,078)	($52,000)	($395,546)	($364,000)	($31,546)	8.67%
Depreciation	($394,883)	($325,000)	($2,764,180)	($2,275,000)	($489,180)	21.50%
Amortization	($1,013)	($1,013)	($7,093)	($7,091)	($2)	0.03%
Sales Tax Collection Fee	($20,840)	($20,950)	($135,060)	($135,710)	$650	(0.48%)
Total Non Operating Income (Expense)	$1,671,744	$1,797,704	$10,818,703	$11,542,866	($724,162)	(6.27%)
NET INCOME (LOSS)	**$387,620**	**$92,695**	**$689,353**	**($1,098,924)**	**$1,788,277**	**(162.73%)**

Kitsap Transit
Balance Sheet
July 31, 2026

	Bus Fund	Ferry Fund	Consolidated
ASSETS			
Cash and Cash Equivalents	5,934,970	1,891,584	7,826,554
Investment - General Fund	79,777,087	13,659,955	93,437,042
Investment - Stimulus Reserve	23,837,990	-	23,837,990
Investment - Debt Service Reserve	-	3,025,123	3,025,123
Investment - Contingency Reserve	4,000,000	-	4,000,000
Investment - Fuel Reserve	2,583,487	1,025,329	3,608,816
Tax Receivable	11,220,192	4,197,069	15,417,261
Capital Grants Receivable	367,551	257,784	625,335
Operating Grants Receivable	44,813	6,158	50,971
Accounts Receivable	769,221	298,543	1,067,764
Due from Transit	-	251,551	251,551
Inventory	1,792,485	7,240,689	9,033,175
Prepaid Expenses	2,001,082	724,835	2,725,917
TOTAL CURRENT ASSETS	$ 132,328,878	$ 32,578,620	$ 164,907,498
Fixtures & Equipment, Net of Depreciation	5,881,984	47,927	5,929,911
Facilities, Net of Depreciation	49,782,675	9,533,903	59,316,578
Rolling Stock, Net Depreciation	44,893,643	44,091	44,937,734
Passenger Ferries, Net Depreciation	-	63,562,648	63,562,648
Capital Work in Progress	24,674,990	8,107,623	32,782,613
Leasehold Improvement, Net Amortization	2,945,518	-	2,945,518
Leased Facilities, Net Amortization	175,717	2,850,110	3,025,828
Land	24,643,189	-	24,643,189
Intangible Assets, Net Amortization	214,150	-	214,150
TOTAL CAPITAL ASSETS	$ 153,211,868	$ 84,146,302	$ 237,358,169
TOTAL ASSETS	**$ 285,540,746**	**$ 116,724,922**	**$ 402,265,668**
LIABILITIES AND NET POSITION			
LIABILITIES			
Accounts Payable	1,564,150	791,826	2,355,976
Due to Ferry	251,551	-	251,551
Payables to Other Transits	163,551	-	163,551
Deferred Revenues	77,588	22,115	99,703
Accrued Wages Payable	3,331,551	789,691	4,121,242
Employee Benefit Payable	869,316	399,551	1,268,867
Interest Payable	-	552,421	552,421
Short-Term Debt	-	3,080,000	3,080,000
Long-Term Debt	-	20,075,000	20,075,000
TOTAL LIABILITIES	$ 6,257,707	$ 25,710,604	$ 31,968,311
NET POSITION			
Invested in Capital Assets, Net of Related Debt	153,211,868	60,991,301	214,203,169
Restricted	30,421,477	3,025,123	33,446,601
Unrestricted	95,649,694	26,997,893	122,647,587
TOTAL NET POSITION	279,283,039	91,014,318	370,297,356
TOTAL LIABILITIES AND NET POSITION	**$ 285,540,746**	**$ 116,724,922**	**$ 402,265,668**

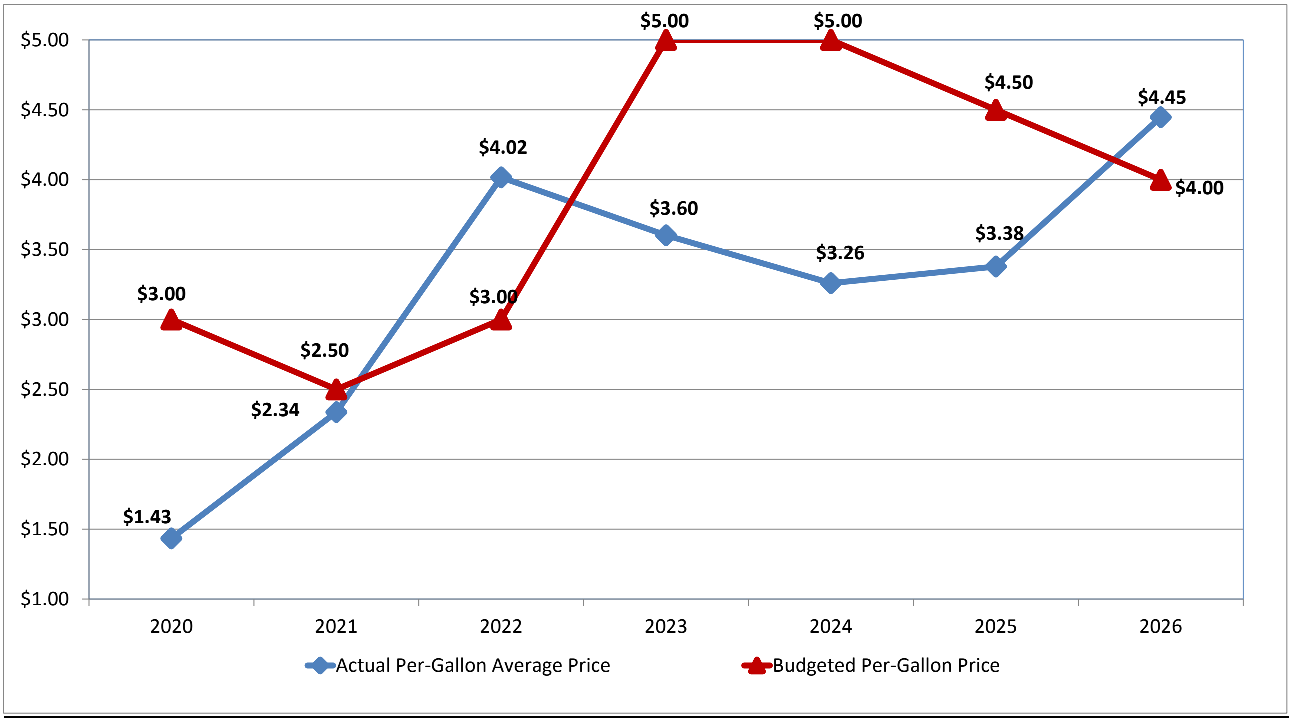
Capital Work In Progress - July 2026

	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%	8,326	7,672,063	5,113,686	12,785,749
Access Bus & Van/VanLink Replacements	7,534,015	218	317,729	2,904,560	4,311,726	57%	317,729	-	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%	-	272,767	1,091,068	1,363,835
Vanpool/Vanlink Expansion Vehicles (3/3)	360,000	424	424	-	359,576	100%	424	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	5,254	80,154	3,172,145	3,401,365	51%	4,653,788	6,653,663	-	6,653,663
Operations Bases										
Harborside										
Third Floor Design and Remodel (Parametrix Space)	500,000	23,659	67,390	-	432,610	87%	67,390	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	-	114,158	-	95,842	46%	114,158	210,000	-	210,000
North Base										
North Base HD Maintenance Facility PE/Env	1,499,205	-	85,814	787,586	625,805	42%	1,743,584	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	-	5,754	79,155	(4,509)	-6%	297,128	15,586	64,814	80,400
Transfer Centers / Park & Ride										
HWY 16 P & R PE/Design/ROW (Ruby Creek)	1,226,724	578	144,350	-	1,082,374	88%	1,842,850	396,553	830,171	1,226,724
HWY 16 P & R CN (Ruby Creek)	19,070,812	10,314	19,555	-	19,051,257	100%	765,122	8,648,936	10,421,876	19,070,812
Sewer Lift Station Ruby Creek	3,121,678	11,417	37,052	707,590	2,377,037	76%	556,003	3,121,678	-	3,121,678
Silverdale Transfer Center	493,145	-	49,537	367,577	76,031	15%	519,866	493,145	-	493,145
Gateway Bus Storage Facility & Park and Ride PE/Design	782,108	481	13,599	156,719	611,790	78%	440,893	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	-	23,269	-	76,731	77%	23,269	100,000	-	100,000
West Bremerton Hydrogen Fueling & P&R (Design & ROW)	6,099,914	-	23	-	6,099,891	100%	140,784	1,340,383	4,759,531	6,099,914
Poulsbo Park & Ride (10% Design, ROW & PE) (Johnson Rd.)	2,488,903	-	6,615	334,091	2,148,197	86%	243,897	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	177	158,078	292,962	13,548,960	97%	9,401,488	2,800,000	11,200,000	14,000,000
Operator Training Facility	786,331	-	49,881	401,028	335,422	43%	489,999	786,331	-	786,331
Day Road Park & Ride (Design & Construction)	14,229,712	4,142	635,824	1,907,756	11,686,132	82%	1,223,247	6,220,332	8,009,380	14,229,712
Equipment and Systems										
Computer Infrastructure Improvements (Fiber SB & CB) (encumbered)	67,000	-	199,897	-	(132,897)	-198%	199,897	67,000	-	67,000
Network Switches	100,000	-	-	-	100,000	100%	-	100,000	-	100,000
Routers (3)	25,000	-	-	-	25,000	100%	-	25,000	-	25,000
APC UPS for Servers	30,000	-	-	-	30,000	100%	-	30,000	-	30,000
IP Cameras (Bremerton, PO Dock, South Base, CII)	947,500	-	-	-	947,500	100%	-	397,500	550,000	947,500
Digital Display Panels	150,000	-	49,071	-	100,929	67%	49,071	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 - July 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%	58,129	100,000	-	100,000
Rodeo/Training Speed Radar Sign	7,500	-	6,787	-	713	10%	6,787	7,500	-	7,500
Rodeo Trailer	14,100	-	-	-	14,100	100%	-	14,100	-	14,100
Emergency AC Units Server Room	-	-	43,155	-	(43,155)		43,155	-	-	-
ORCA Phase II	-	-	28,106	-	(28,106)		275,386	-	-	-
Payroll System	-	-	37,777	-	(37,777)		243,089	-	-	-
Bus Simulator	-	-	84,000	-	(84,000)		401,353	-	-	-
Transit Fund Total	**134,262,736**	**56,664**	**2,329,718**	**19,575,075**	**112,357,943**	**84%**	**24,674,990**	**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	-	5,774	969,710	3,270,465	77%	1,909,442	245,950	4,000,000	4,245,950
Kingston Fast Ferry	17,531,963	-	27	-	17,531,936	100%	27	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%	1,880,664	2,680,000	12,335,136	15,015,136
Ferry Terminal & Maintenance Facilities										
Seattle Terminal PE (10% & Environmental/PE)	5,995,916	-	66,495	4,990,706	938,716	16%	2,919,058	965,024	5,030,892	5,995,916
Southworth Terminal Redevelopment (WSF Partner)	3,102,691	-	161,905	2,940,786	0	0%	347,187	852,691	2,250,000	3,102,691
POF System PM (Vessel & Terminal) (Maint. Parts, Labor & Cleaning)	5,160,400	7,158	638,426	-	4,521,974	88%	638,426	-	5,160,400	5,160,400
Breakwater at Port Orchard Marina (Partnership)	1,000,000	-	-	-	1,000,000	100%	1,644	1,000,000	-	1,000,000
Marine Maintenance Fac. (Locate, ROW & Concept. Design)	825,425	-	-	-	825,425	100%	399,175	825,425	-	825,425
PO Intermodal Terminal PE	1,022,059	-	12,000	-	1,010,059	99%	12,000	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**	**7,158**	**899,627**	**9,808,246**	**45,355,667**	**81%**	**8,107,623**	**12,935,396**	**43,128,144**	**56,063,540**
Grand Total	**190,326,276**	**63,822**	**3,229,345**	**29,383,321**	**157,713,610**	**83%**	**32,782,613**	**64,007,705**	**126,318,571**	**190,326,276**

Kitsap Transit Diesel Costs
Updated through
August 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	$5.04
June	$1.25	$2.44	$5.10	$3.25	$3.04	$3.70	$4.48
July	$1.36	$2.37	$4.99	$4.08	$3.14	$3.82	$4.52
August	$1.37	$2.47	$3.99	$4.18	$2.87	$3.55	$4.79
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**	**$ 4.45**
Budgeted Per-Gallon Price	**$ 3.00**	**$ 2.50**	**$ 3.00**	**$ 5.00**	**$ 5.00**	**$ 4.50**	**$ 4.00**

In August, KT paid $4.79 a gallon for fuel compared to $4.52 in July. The year-to-date per-gallon average price as of August was $4.45 compared to $4.00 a gallon for fuel budgeted for 2026.

Kitsap Transit 2026 Goals
Progress to Date

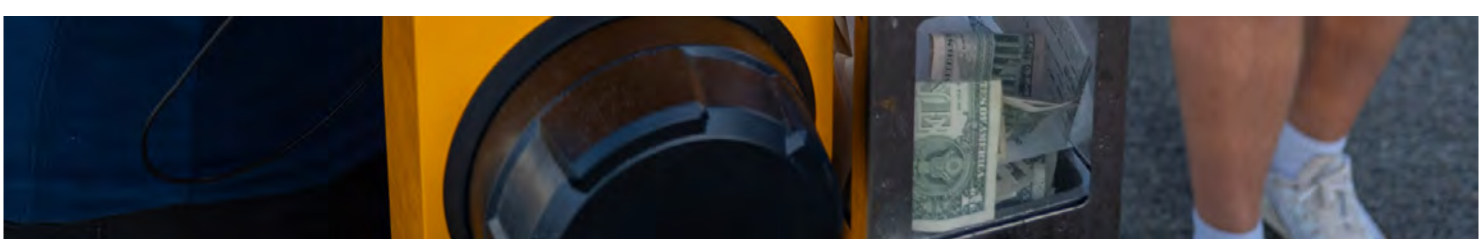
Service Planning/Improvements **Percent of Completion**

	Q1	Q2	Q3	Q4
Increase overall ridership by 10 percent compared to 2025 performance 2025: 1,637,674 2026: 1,719,656 Diff: +81,982 (+5%)	60%	50%		
Begin construction on Ruby Creek Park & Ride	0%	0%		
Begin construction on electric local ferry	0%	0%		
Complete certification of new APC system and provide detailed summaries to the Board	10%	15%		
Complete installation of inductive chargers at Wheaton Way Transit Center, North Viking Transit Center, and Bainbridge Transit Center	0%	0%		
Develop a five-year schedule for necessary maintenance of Marine Services vessels and facilities	70%	70%		

Effective June 30, 2026

Kitsap Transit
Connecting Communities

2ND QUARTER REPORT
April - June 2026



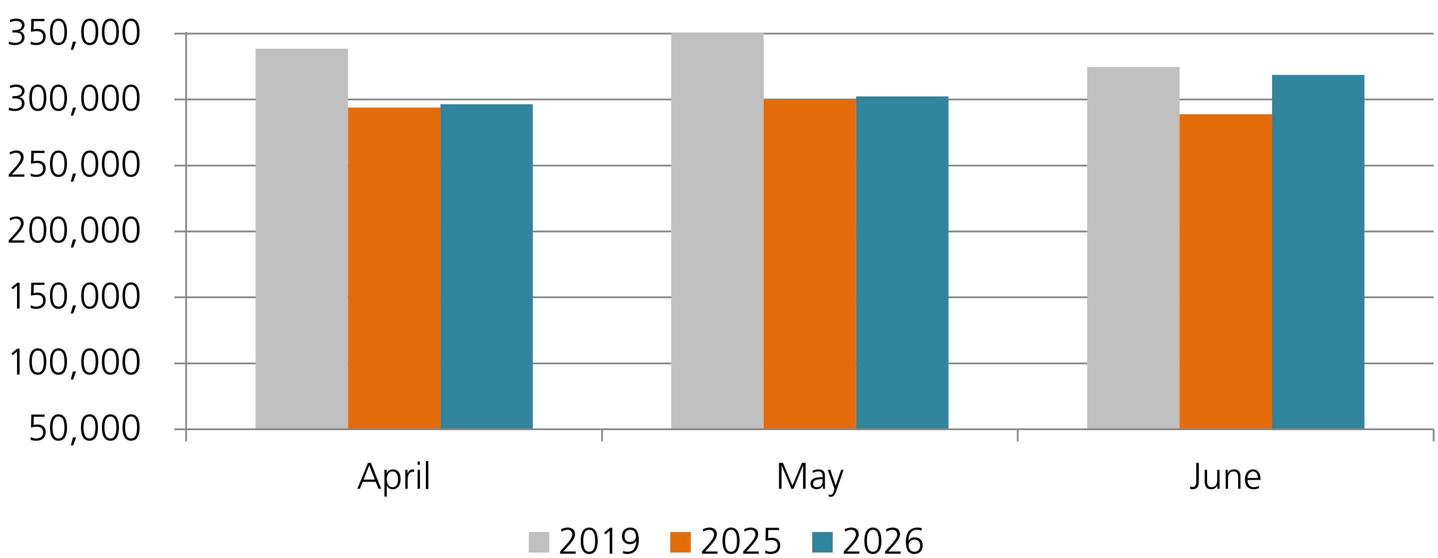
Total Boardings Systemwide

2nd Quarter

				2nd Quarter, 2026
TOTAL BOARDINGS	April	May	June	QUARTER TOTAL
Routed	142,322	139,329	144,675	426,326
ACCESS & VanLink	22,974	22,958	22,656	68,588
Worker/Driver	14,362	13,080	14,342	41,784
On-Demand/Dial-A-Ride	3,524	4,063	3,959	11,546
Foot Ferry	34,415	35,247	38,997	108,659
Fast Ferry	72,175	80,914	87,638	240,727
Vanpool*	6,674	6,774	6,434	19,882
Guaranteed Ride Home	1	1	-	2
SYSTEMWIDE TOTAL	**296,447**	**302,366**	**318,701**	**917,514**

* Vanpools in service: April (46), May (46), June (43)

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

					Year to Date
TOTAL BOARDINGS	**January–June 2019**	**January–June 2025**	**January–June 2026**	**2025-2026 Total Change**	**2025-2026 % Change**
Routed	981,704	736,554	813,390	76,836	10%
ACCESS & VanLink	123,376	122,176	131,543	9,367	8%
Worker/Driver	191,294	90,138	81,418	-8,720	-10%
On-Demand/Dial-A-Ride	33,598	18,098	20,980	2,882	16%
Foot Ferry	279,281	181,068	196,309	15,241	8%
Fast Ferry	227,967	450,684	437,623	-13,061	-3%
Vanpool	78,962	38,956	38,548	-408	-1%
Guaranteed Ride Home	49	7	4	-3	-43%
TOTAL BOARDINGS	**1,916,231**	**1,637,681**	**1,719,811**	**82,130**	**5%**

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. During the FIFA World Cup, Kitsap Transit added late-night bus and ferry service over six game days between June 15 and July 6. Extended service included four Routed bus routes, *ACCESS* service, the Bremerton Fast Ferry, the Port Orchard Foot Ferry, and Ferry-Take-Home service in Bremerton and Bainbridge Island.

Kitsap Transit operated additional late-night bus and ferry service across six game days in June and July to support fans attending FIFA World Cup 2026 soccer matches in Seattle. The extra service, which ran as late as 12:30 AM on game days, helped fans attend events across the region, including the Bremerton and Seattle Fan Zones. Over the six game days, Kitsap Transit carried 67,777 riders, including 31,749 ferry riders and 36,028 bus riders.

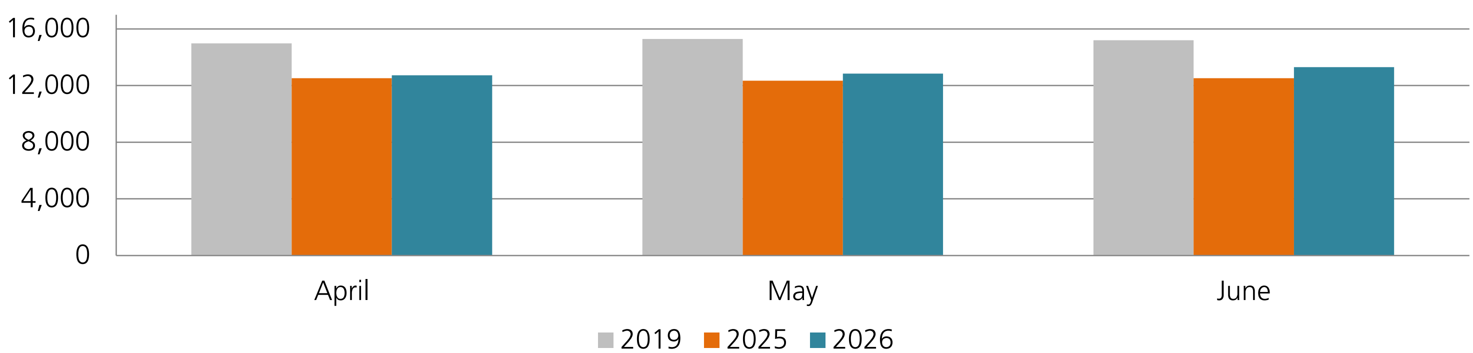
Average Daily Boardings Systemwide

Quarter to Quarter: Weekdays

					Quarter Comparison
AVERAGE DAILY BOARDINGS: WEEKDAYS	**Q1 2026**	**Q2 2026**	**Q3 2026**	**Q4 2026**	**2026 AVERAGE**
Routed	5,563	6,009			5,788
ACCESS & VanLink	900	965			933
Worker/Driver	619	643			631
On-Demand/Dial-A-Ride	94	112			103
Foot Ferry	1,271	1,492			1,382
Fast Ferry	3,077	3,428			3,254
Vanpool	292	306			299
SYSTEMWIDE AVERAGE	**11,816**	**12,955**			**12,390**

Year over Year: Weekdays

Systemwide Weekday
Average Daily Boardings by Month



On Saturday, June 13, Kitsap Transit started piloting a new fare-free Saturday shuttle service in downtown Bainbridge Island. The new route, Route 385–BI Downtown, operates from 11:00 AM to 7:00 PM in a loop that starts and ends at the Bainbridge Island Transit Center. The free shuttle connects both residents and visitors to popular destinations along Winslow Way, Madison Avenue, High School Road, and Ferncliff Avenue. This Pilot service is funded by the City of Bainbridge Island.

Average Daily Boardings Systemwide

Quarter to Quarter: Weekends

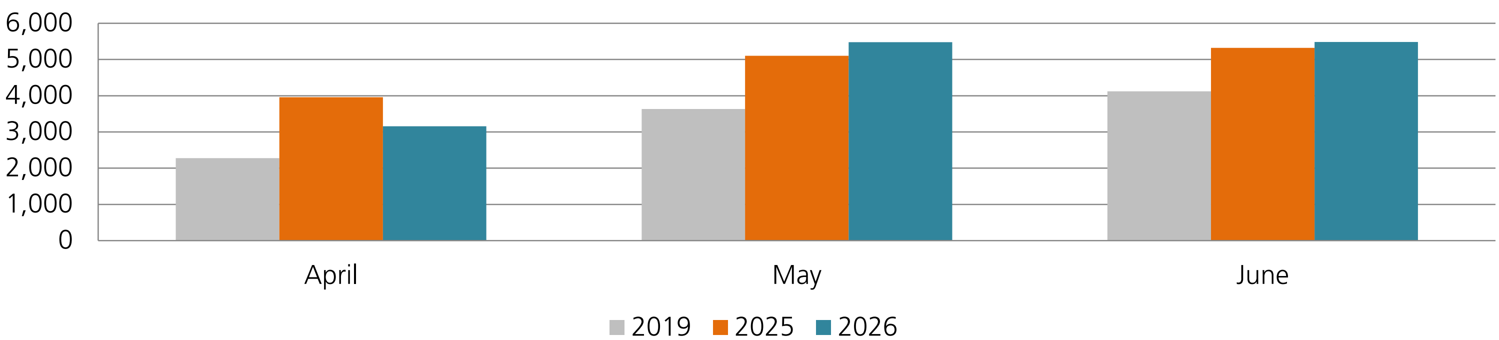
Quarter Comparison					
AVERAGE DAILY BOARDINGS: SATURDAYS	**Q1 2026**	**Q2 2026**	**Q3 2026**	**Q4 2026**	**2026 AVERAGE**
Routed	1,951	2,240			2,096
ACCESS & VanLink	389	407			398
On-Demand/Dial-A-Ride	81	102			92
Foot Ferry	338	641			489
Fast Ferry	N/A	1,987			1,987
SYSTEMWIDE AVERAGE	**2,759**	**4,766**			**3,763**

AVERAGE DAILY BOARDINGS: SUNDAYS	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	435	507			471
ACCESS & VanLink	21	46			34
On-Demand/Dial-A-Ride	181	228			204
Foot Ferry	148	256			202
SYSTEMWIDE AVERAGE	**785**	**1,037**			**911**

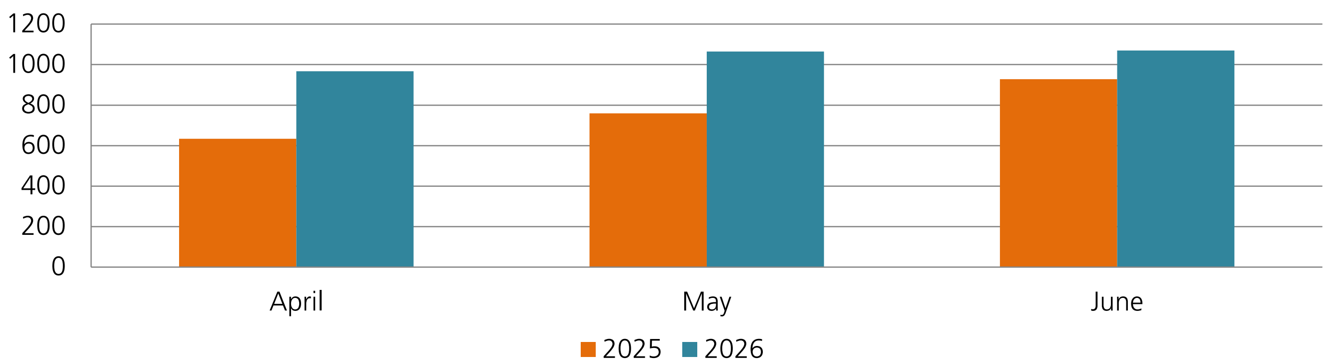
NOTE: Kitsap Transit began operating extra Bremerton Fast Ferry sailings in December 2022 under an agreement with the state. The state-funded Saturday sailings ended in April 2025, and the state-funded weekday sailings continue through August 2026. Fast ferries operate Saturday sailings from May through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

Year over Year: Weekends

Systemwide Average Daily Boardings by Month – Saturdays

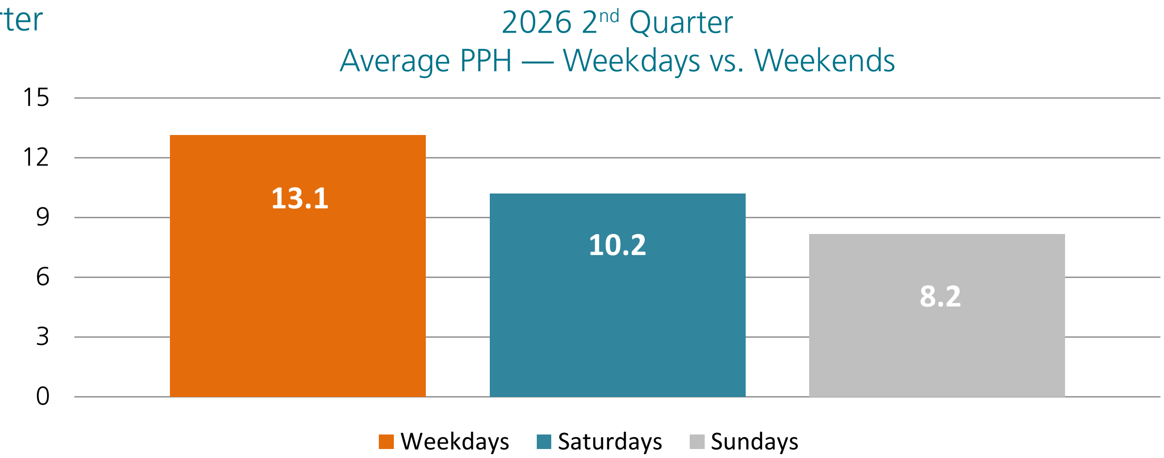


Systemwide Average Daily Boardings by Month – Sundays



Average Passengers Per Hour Systemwide

2nd Quarter



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.

2nd Quarter

					2nd Quarter, 2026
AVERAGE FARE COLLECTED	April	May	June	QUARTER AVERAGE	2026 AVERAGE
Routed	$1.06	$1.18	$1.14	$1.13	$1.12
ACCESS & VanLink	$0.54	$0.64	$0.52	$0.57	$0.61
Worker/Driver	$2.14	$2.16	$2.24	$3.57	$3.67
On-Demand/Dial-A-Ride	$1.86	$1.86	$1.88	$1.87	$1.85
Foot Ferry	$1.93	$2.11	$1.92	$1.98	$2.02
Fast Ferry	$5.50	$6.03	$5.99	$5.86	$5.81
Vanpool	$4.32	$4.31	$4.44	$4.36	$4.57
SYSTEMWIDE AVERAGE	**$2.40**	**$2.74**	**$2.71**	**$2.62**	**$2.59**

Quarter to Quarter

					Quarter Comparison
AVERAGE FARE COLLECTED	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	$1.12	$1.13			$1.12
ACCESS & VanLink	$0.65	$0.57			$0.61
Worker/Driver	$3.77	$3.57			$3.67
On-Demand/Dial-A-Ride	$1.83	$1.87			$1.85
Foot Ferry	$2.07	$1.98			$2.02
Fast Ferry	$5.75	$5.86			$5.81
Vanpool	$4.80	$4.36			$4.57
SYSTEMWIDE AVERAGE	**$2.55**	**$2.62**			**$2.59**

Transfers

Transfer Percentage By Quarter

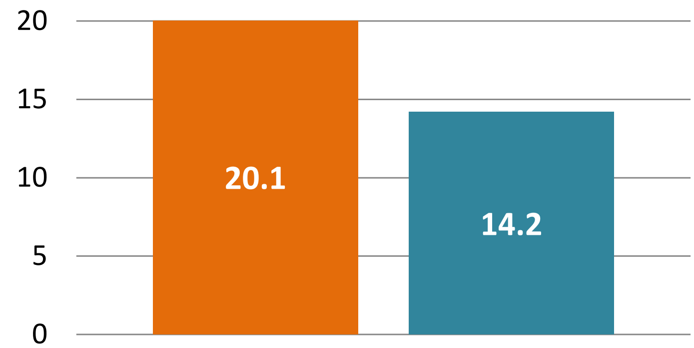
							Quarter Comparison
TRANSFERS	Q2 2019	Q2 2025	Q1 2026	Q2 2026	Q3 2026	Q4 2026	YEAR TO DATE PERCENTAGE
Between KT and other transit agencies using ORCA	26%	23%	10%	9%			10%
Between KT vehicles/vessels using ORCA	74%	77%	90%	91%			90%

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

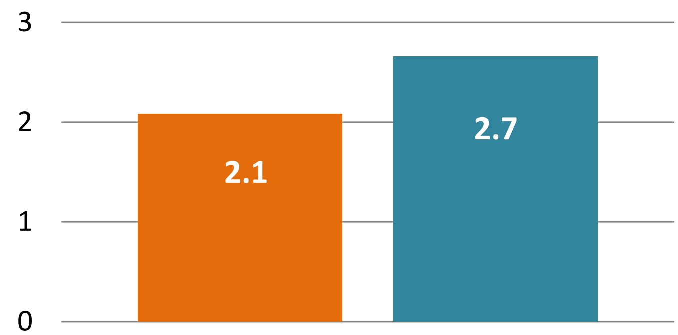
Washington State Urban Transit vs. Kitsap Transit Average

Routed & Worker/Driver



Washington State Urban Transit Average PPH - 2025
Kitsap Transit (Routed & Worker/Driver) YTD 2026

ACCESS & VanLink



Washington State Urban Transit Average PPH - 2025
Kitsap Transit (*ACCESS,* VanLink & Taxi) YTD 2026

In preparation for the World Cup, Kitsap Transit installed new real-time information screens at the Bremerton Transportation Center; new e-paper displays at Silverdale and Wheaton Way; permanent wayfinding signage and temporary purple wayfinding signage at transit centers around the county to help direct riders. The digital displays show estimated arrival times of buses and ferries, rider alert information, and more! The new signage will continue to assist passengers long after the World Cup.

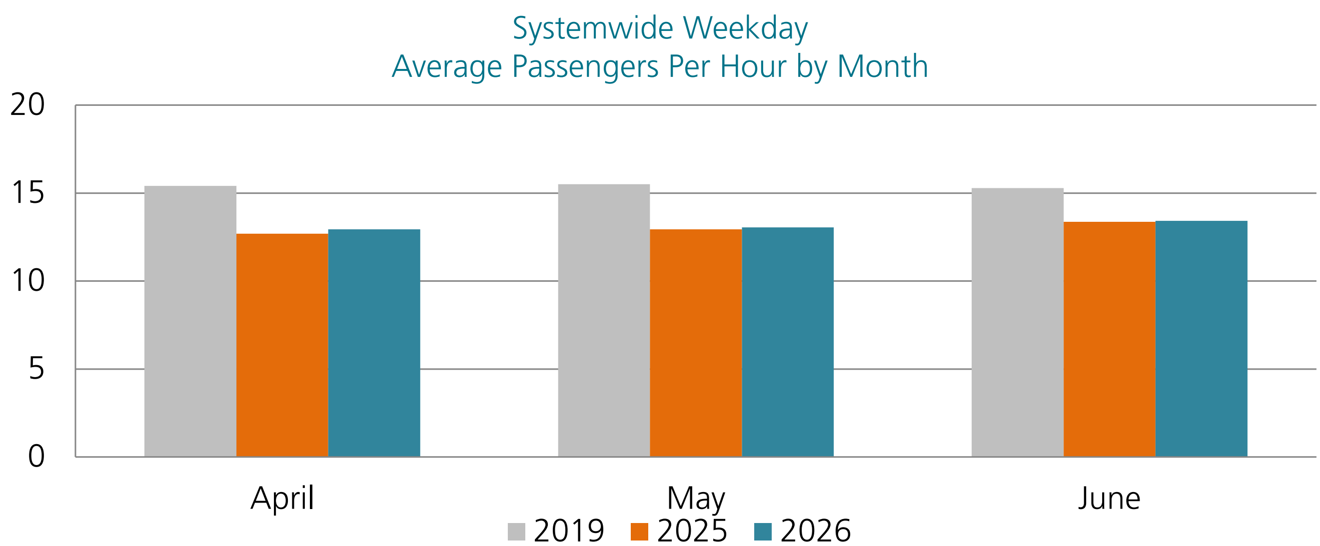
Passengers Per Hour Systemwide

Quarter to Quarter: Weekdays

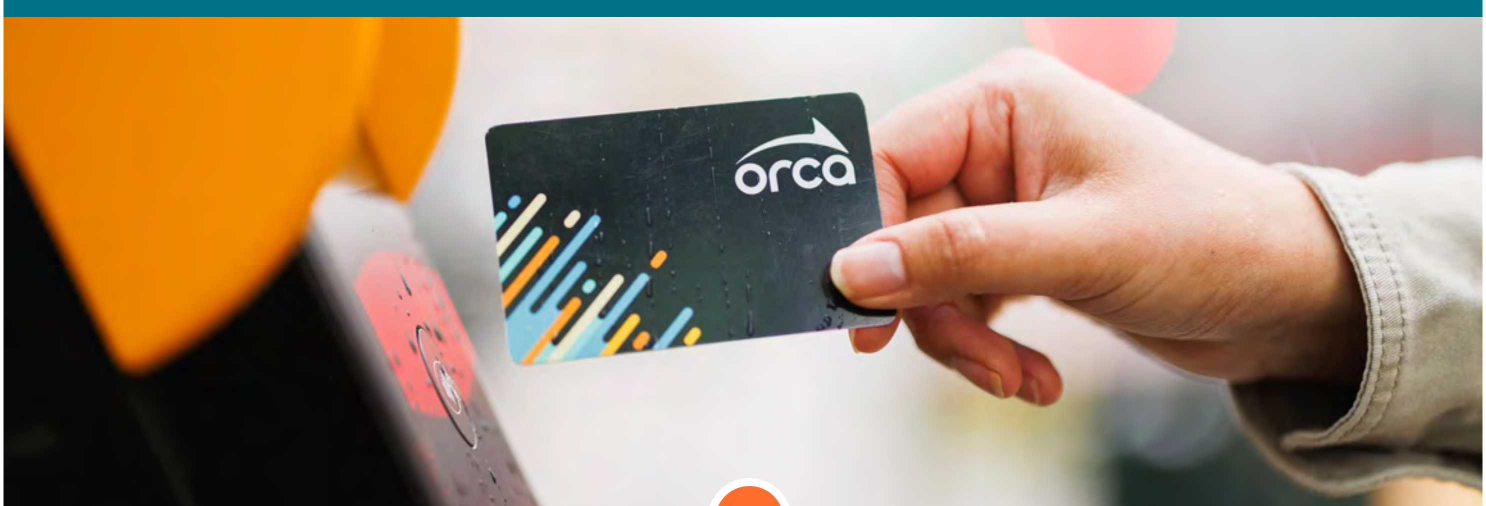
					Quarter Comparison
AVERAGE PASSENGERS PER HOUR: WEEKDAYS	Q1 2026	Q2 2026	Q3 2026	Q4 2026	2026 AVERAGE
Routed	14.4	14.9			14.6
ACCESS & VanLink	2.7	2.8			2.7
Worker/Driver	14.7	15.0			14.9
On-Demand/Dial-A-Ride	2.4	2.7			2.5
Foot Ferry	60.2	68.6			64.5
Fast Ferry	73.4	79.6			76.6
Vanpool	3.9	3.5			3.7
SYSTEMWIDE AVERAGE	**12.5**	**13.1**			**12.8**

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

Year over Year: Weekdays



On June 1, ORCA launched a new 3-Day Puget Pass, which allows adult riders to travel on public transit around the region for an $18 flat rate, or $6 for Reduced Fare riders. The 3-day pass is valid on Kitsap Transit buses, local foot ferries, and on-demand bus services, but not fast ferries. The pass makes it easy for riders to enjoy unlimited transit options over multiple days, perfect for major regional events. This promotional Regional Day Pass is available through August 31, 2026.



Passengers Per Hour Systemwide

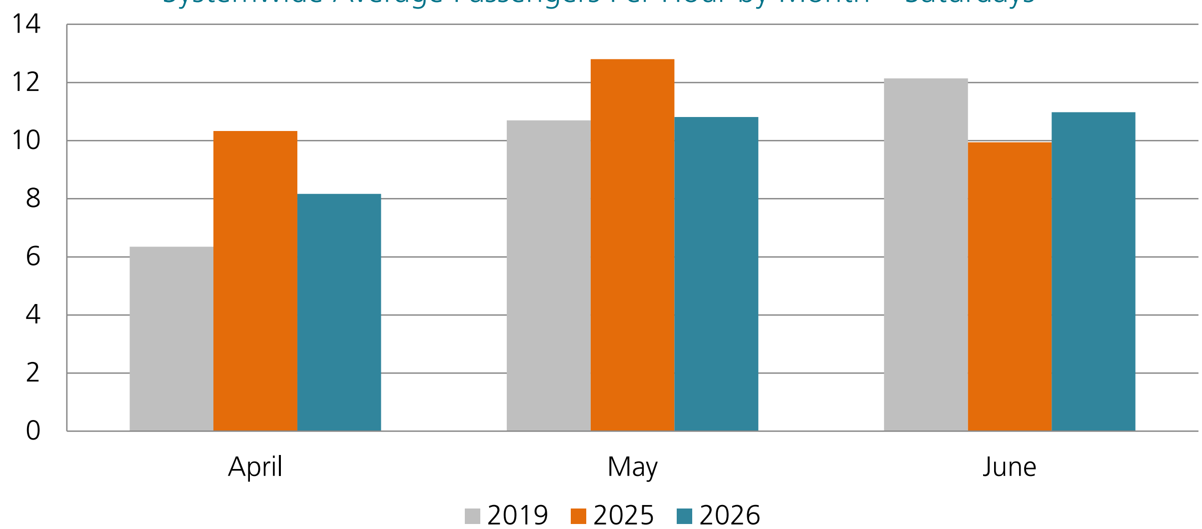
Quarter to Quarter: Weekends

					Quarter Comparison
AVERAGE PASSENGERS PER HOUR: SATURDAYS	**Q1 2026**	**Q2 2026**	**Q3 2026**	**Q4 2026**	**2026 AVERAGE**
Routed	10.7	9.5			10.0
ACCESS & VanLink	2.4	2.5			2.5
On-Demand/Dial-A-Ride	3.1	3.6			3.4
Foot Ferry	28.9	44.3			37.4
Fast Ferry	N/A	53.2			53.2
SYSTEMWIDE AVERAGE	**7.2**	**10.2**			**8.9**
AVERAGE PASSENGERS PER HOUR: SUNDAYS	**Q1 2026**	**Q2 2026**	**Q3 2026**	**Q4 2026**	**2026 AVERAGE**
Routed	10.6	13.6			12.0
ACCESS & VanLink	10.8	7.6			8.4
On-Demand/Dial-A-Ride	2.5	3.0			2.8
Foot Ferry	18.3	31.5			24.9
SYSTEMWIDE AVERAGE	**6.4**	**8.2**			**7.3**

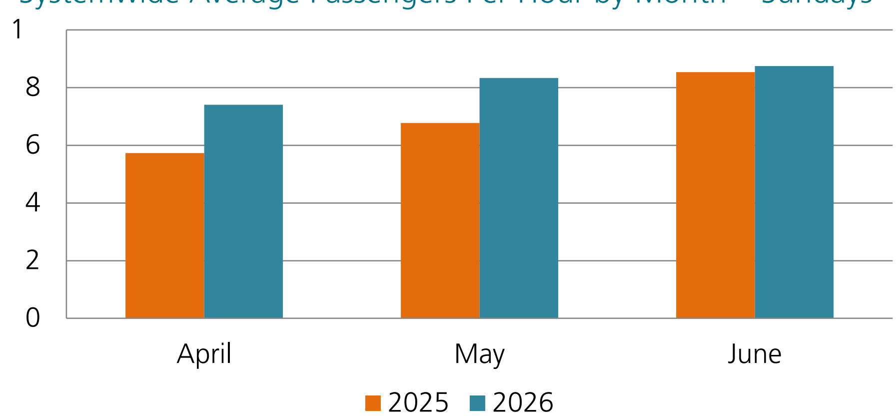
NOTE: Fast ferries operate Saturday sailings from May through September, with extended Saturday service on the Port Orchard Ferry.

Year over Year: Weekends

Systemwide Average Passengers Per Hour by Month – Saturdays



Systemwide Average Passengers Per Hour by Month – Sundays



PUBLIC COMMENTS

Received by the Clerk of the Board

Presented at the Kitsap Transit Board of Commissioners Meeting September 1, 2026

From:	Matt Austin
To:	Jackie Bidon; greg.wheeler@ci.bremerton.wa.us; greg.nance@leg.wa.gov; tarra.simmons@leg.wa.gov; John Clauson
Subject:	[EXTERNAL] Bremerton fast ferry schedule change
Date:	Tuesday, August 18, 2026 11:07:19 PM

Good evening,

As a daily fast ferry commuter with literally thousands of rides on the route since 2017, the upcoming schedule changes planned for September will leave me with fewer commuting options and a need to consider leaving Kitsap County as a result of aggressive RTO workplace policies. In the hopes that someone may have a solution, I wanted to write to urge Kitsap Transit to preserve at least the 8:35am departure to Seattle, if not the entire current schedule. There are several basic reasons for this:

1. The claim that the reduced schedule is the "original" sailing schedule is false. Having used the fast ferry as the primary means of commuting to Seattle since it started service in 2017, I don't recall there ever being a time in the past that the final departure was at 8am. To my knowledge, there has always been at least one run in the 9am range and the 10:25 departure.
2. The *actual* original pitch to the public when seeking tax and debt authorization to fund the construction of two additional boats was to provide 20 daily departures and full weekday service to Seattle. This was **prior** to the additional WSF funding. Cutting the schedule to a dozen daily round-trips does not come close to meeting that commitment, massively reducing the ROI on that fleet investment.
3. The condensed morning commute will force runs that already regularly sell out to become even more capacity-constrained while removing options for those of us with a later morning arrival option. It is clear that overall demand for the fast ferry regularly exceeds actual seating capacity. Having to arrive 30 minutes prior to departure erases the time savings entirely and introduces significant uncertainty into commuting options.
4. Cutting sailings only on the later part of the morning schedule creates a **6-hour gap** in service during the middle of the day, with afternoon sailings spread over 6 hours and morning runs barely over 3 hours. This is a distinctly unbalanced schedule.
5. The WSF Bremerton schedule is still running at reduced frequency and reliability. Between 8:30 am and 2:30pm, there will only be TWO opportunities to use public transit to reach Seattle from Bremerton with the fast ferry cutback.

Though I understand budget decisions are difficult, the utility of the fast ferry depends on providing reliable access to Seattle. It feels like a dishonest bait and switch to build reliance on the fast ferry and then take it away because of an inability to arrive at a sustainable funding plan for service that Kitsap Transit pledged years ago. But if reductions are inevitable, it is particularly unfair to cut out over two hours of the schedule entirely while leaving the earlier morning runs completely unaffected. The 4:40 or 5:25 morning departure could easily be sacrificed in order to provide better balance to the morning commute options given that there is a 4:50 WSF departure arriving into Seattle before 6am. I hope there is a way to provide midmorning service in some capacity between 8 am and 10am to help relieve pressure on the peak commuting hours.

Thanks very much for your consideration,
Matt Austin