



BOARD OF COMMISSIONERS MEETING AGENDA

Date: October 20, 2026

Time: 8:30 AM – 10:00 PM

Page

1. CALL TO ORDER

2. AGENDA REVIEW

3. CHAIRPERSON'S COMMENTS

4. COMMUNITY ADVISORY COMMITTEE REPORT

5. CONSENT / ACTION ITEMS

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

- | | |
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| a. Warrants for August and September 2026 | 1 |
| b. Minutes of September 1, 2026 | 2 |
| c. Resolution No. 26-53, Acknowledge Executive Director's Authority on KT 26-040
MV Finest USCG Inspection Change Orders 1-5 | 8 |

6. FULL DISCUSSION / ACTION ITEMS

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| a. Resolution No. 26-54, Permission to Purchase Surplus WSDOT Property | 11 |
| b. Resolution No. 26-55, Approve 2026 4 th Quarter Procurements | 14 |
| c. Discussion - Finance Policy Change(s) | |
| d. Discussion – Update on Olympic College Bus Pass Pilot | |

7. EXECUTIVE DIRECTOR ITEMS

8. STAFF RECOGNITION/PROGRESS REPORTS

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| a. October 2026 Report from KT Lobbyist | 16 |
| • Draft of Proposed 2027 Legislative Agenda | 18 |
| b. July 30, 2026, Community Advisory Committee Minutes | 19 |
| c. August 27, 2026, Community Advisory Committee Minutes | 26 |
| d. Draft Financial Reports through August 2026 | 74 |
| e. Capital Work in Progress August 2026 | 77 |
| f. Fuel Costs Report through the end of September 2026 | 79 |

9. PUBLIC COMMENTS

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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: October 20th, 2026
SUBJECT: Ratification of Cash and Registered Warrants

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

Paul Shinnars, Finance Director

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

As of October 20th, 2026, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for August 1st, 2026, through September 30th, 2026:

- Warrant numbers transit fund 177923 to 178530 of \$5,346,639
- Warrant numbers ferry fund 610637 to 610850 of \$4,772,092
- Payroll account disbursements of \$7,995,161
- ACH clearing account payments of \$203,686
- Travel account disbursements of \$14,152
- Purchasing card disbursements of \$136,428

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 20th day of October 2026.

Katherine T. Walters, Chair

ATTEST:

Jackie Bidon,
Clerk of the Board

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING MINUTES OF September 1, 2026

Board of Commissioners Present:

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

Staff Present:

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

Also Present: David Weibel, Legal Counsel

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

https://kitsaptransit.zoom.us/rec/share/Y5A6TcPrgc6Wdg3EdxRqosISFVUBdjVRe_3oknvWFfhw_wremASVNR7mAlwGUAZy.silAmaekYulFcmZU **Passcode: rF!SZ7Lu**

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

0:00:29, Chairperson Walters reminded the Board of the reduced weekday sailings starting September 1, 2026. She announced the upcoming National Week Without Driving, taking place October 1–8, and encouraged Board members to participate by using transit services during the

event. Chairperson Walters, along with several members, also shared their experiences from last year's transit challenge.

4. COMMUNITY ADVISORY COMMITTEE REPORT

0:03:59, Executive Director Clauson briefed the Board on the August 27 Community Advisory Committee (CAC) meeting. He reported that CAC members discussed the new passenger ferry ramp, the request for extended hours for Route 223, and commended staff for effective communication regarding recent ferry service reductions. The committee passed a resolution concerning non-elected positions on the Transit Board and discussed potential replacements for the departing Kitsap Mental Health representative, considering organizations such as the Salvation Army, Agape, West Sound, and tribal representation. Members also viewed a presentation on the State Rodeo competition and discussed the Board Retreat, including the topics covered and the conversations held during the event.

5. CONSENT / ACTION ITEM:

- a. Warrants for June 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
- b. Warrants for July 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
- c. Minutes of July 7, 2026
- d. Minutes of July 21, 2026
- e. Resolution No. 26-45, Support National Week Without Driving 2026
- f. Resolution No. 26-46, Approve Reappointment of Community Advisory Committee Members
- g. Resolution No. 26-47, Approve Additional 3rd Quarter Procurements

0:07:01, **Mayor Moriwaki moved and Mayor Putaansuu seconded the motion to approve the Consent Agenda.**

Discussion:

None.

Motion passed unanimously.

6. FULL DISCUSSION / ACTION ITEMS

- a. Resolution No. 26-48, Award KT 26-043 for Construction Management Services for Inductive Charger Installation

0:07:33, Executive Director Clauson reported that the resolution would award Contract KT 26-043 for construction management services to install inductive chargers at multiple transit centers, including Charleston, Wheaton Way, Poulsbo, and Bainbridge Island. The total project cost is one million six hundred fifty-three thousand eight hundred nineteen dollars (\$1,653,819). He noted that the project is intended to support enroute charging for electric buses during trunk service, with buses stopping approximately every 30 minutes to replenish energy.

0:09:09, **Mayor Moriwaki moved and Mayor Stern seconded the motion to adopt Resolution No. 26-48, authorizing 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).**

Discussion:

0:09:46, The Board discussed the performance of the existing chargers at the Silverdale Transit Center, noting that initial technical issues with software and communication have been largely resolved through collaboration among Maintenance Director Dennis Griffey, his staff, Gillig, and the engine manufacturer. Board members emphasized the importance of this technology and its positive impact on the communities served.

Motion passed unanimously.

- b. Resolution No. 26-49, Award KT 26-050 for Lady Swift Inspection

0:26:01, Executive Director Clauson reported that the resolution would award Contract KT 26-050 to Pacific Fisherman Shipyard and Electric for the inspection of the *Lady Swift* in the amount of three hundred sixty-one thousand one hundred seventy-five dollars (\$361,175). He noted that the inspection, required every two years under Coast Guard regulations, is expected to take approximately three weeks. Executive Director Clauson clarified that the cost covers hauling the vessel out of the water for inspection and does not include any repairs that may be identified during the inspection.

0:27:17, **Councilmember Rosapepe moved and Commissioner Root seconded the motion to adopt Resolution No. 26-49, authorizing 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).**

Discussion:

0:27:59, Board discussion included the anticipated time the vessel would be out of service, clarification on who determines the two-year inspection interval, whether that interval is necessary, and the need for Kitsap Transit to establish its own marine maintenance facility.

0:28:21, Executive Director Clauson stated that the inspection is expected to take approximately three weeks, noting that the two-year interval is set by United States Coast Guard regulations and confirming that these standards apply nationwide.

Motion passed unanimously.

c. Discussion, 2027 Goals Review

0:30:11, Executive Director Clauson reviewed the Board's 2027 Goal items compiled from the Board Retreat. He noted that Kitsap Transit is currently developing its budget and asked Board members to submit any additional items they would like considered for the 2027 Goals, particularly those that may have budget impacts, as soon as possible.

No additional items were presented by Board members.

7. EXECUTIVE DIRECTOR ITEMS

0:31:15, Executive Director Clauson reported on the 50th anniversary of the Washington State Annual Transit Conference and State Rodeo competition held in Tacoma, Washington. He noted that Kitsap Transit's Maintenance team placed second and Operator Val Quill placed third, with both qualifying to advance to the national competition.

0:38:18, Executive Director Clauson informed the Board that the October 6, 2026, meeting will need to be cancelled due to the APTA Expo and the attendance of five Board members.

0:38:53, Executive Director Clauson updated the Board on the new student pass program launching with Olympic College, which will provide free transit access to all registered students across the three campuses.

0:41:19, Executive Director Clauson reported that the Kitsap Transit Board Composition Review Committee will meet on Friday, September 4, 2026, at 1:00 PM to discuss the future composition of the Board.

8. STAFF RECOGNITION / PROGRESS REPORTS

a. Fall Bid Title VI Memo Route 215

0:41:45, Chairperson Walters noted that agenda item 8.a is the Fall Bid Title VI memo for Route 215. She explained that this route expands service to Olympic College, supporting the new program that allows students to ride fare-free. Route 215 operates out of East Bremerton and serves the park-and-ride facilities in that area. The hours of operation will be extended to align with the start and end of the academic day.

b. Recognizing Drivers of the Month for June and July 2026 (10:45am)

0:13:17, Jeff Vinecourt, ACCESS Manager recognized the ACCESS Driver of the Month for June 2026, Mark Ramirez.

0:15:00, Jeff Vinecourt, ACCESS Manager recognized the ACCESS Driver of the Month for July 2026, Mark Darbous.

0:16:25, Thomas Gilbert, Routed Manager, recognized the Routed Driver of the Month for June 2026, Tyson Stewart.

0:20:00, Thomas Gilbert, Routed Manager, recognized the Routed Driver of the Month for July 2026, Deorbrah Robé.

0:21:12, Cyndi Griffey, Worker/Driver Manager, recognized the Worker/Driver of the Month for June 2026, Todd Lachelt.

0:23:37, Cyndi Griffey, Worker/Driver Manager, recognized the Worker/Driver of the Month for July 2026, Daniel Trout.

- c. September 2026 Report from KT Lobbyist
- d. Minutes of June 25, 2026, Community Advisory Committee Meeting
- e. Draft Financial Reports through July 2026
- f. Capital Work in Progress July 2026
- g. Fuel Costs Report through the end of August 2026
- h. 2nd Quarter 2026 Goals Update
- i. 2nd Quarter 2026 System Performance Report

9. PUBLIC COMMENTS

0:43:17, Pete Brady of Bainbridge Island commented that Kitsap Transit's spending is less efficient on On-Demand response and Worker/Driver services compared to its routed services.

10. FOR THE GOOD OF THE ORDER:

0:46:41, Mayor Wheeler reported that he attended a Navy briefing regarding the construction project in Kitsap County and its anticipated traffic impacts. He emphasized that public transit is

the way forward and urged the Board to remember the importance of worker mobility and productivity. He noted that, as the Kitsap Transit Board, members have the opportunity to provide as many transportation options as possible to support the movement of people throughout Kitsap County.

11. ADJOURN: At 11:18 AM, Chairperson Walters adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 20th day of October, 2026.

Attest:

Katherine T. Walters, Chairperson

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 10/20/2026

AGENDA ITEM: Resolution No. 26-53, Acknowledge Approved C/Os on KT 26-040

SUBMITTED BY: Nick Zylstra

TITLE: Director

DEPARTMENT: Marine Services

EXHIBITS/ATTACHMENTS: Resolution No. 26-53

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 348,580.00

EXPENDITURE REQUIRED: \$ 581,946.00

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 10/13/2026

SUMMARY STATEMENT:

The M/V Finest is currently in dry dock per Contract KT 26-040, Finest 2 Year USCG Dry Dock. Upon inspection, the USCG determined that structural and piping repairs are required to receive dry dock certification.

Kitsap Transit and Nichols Brothers Boat Builders determined that additional repairs are needed to the bilge manifold, spool piece piping, underwater hull and jet paint, external water hydraulic hoses, port waterjet steering ram, transducers, PVC ball valves, exhaust pipe, and bilge water clean-up.

In accordance with Kitsap Transit's Procurement Policy, the Executive Director approved KT 26-040 Change Orders 1-5 in the cumulative amount of two hundred thirty-three thousand three hundred sixty-six dollars (\$233,366).

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-53, The Board of Commissioners hereby acknowledge the Executive Director's Delegated Authority, with concurrence of the Board Chair, to approve KT 26-040 Change Orders 1-5 in the cumulative amount of two hundred thirty-three thousand three hundred sixty-six dollars (\$233,366), and resets the Executive Director's ten (10) percent contract authority in accordance with Kitsap Transit's Procurement Policy.

RESOLUTION NO. 26-53

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS ACKNOWLEDGING THE EXECUTIVE DIRECTOR'S DELEGATED AUTHORITY TO APPROVE KT 26-040 MV FINEST 2-YEAR USCG DRY DOCK CHANGE ORDERS 1-5.

WHEREAS, the M/V Finest is currently in dry dock per Contract KT 26-040, Finest 2-Year United States Coast Guard (USCG) Dry Dock; and

WHEREAS, upon inspection, the United States Coast Guard (USCG) determined that structural and piping repairs are required to receive dry dock certification; and

WHEREAS, upon inspection, Kitsap Transit and Nichols Brothers Boat Builders determined that additional repairs are needed to the bilge manifold, spool piece piping, underwater hull and jet paint, external water hydraulic hoses, port waterjet steering ram, transducers, PVC ball valves, exhaust pipe, and bilge water cleanup; and

WHEREAS, the cumulative cost for these repairs is two hundred thirty-three thousand three hundred sixty-six dollars (\$233,366); and

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

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

WHEREAS, the Board acknowledges the urgency of KT 26-040 Change Orders one through five (1-5) in the cumulative amount of two hundred thirty-three thousand three hundred sixty-six dollars (\$233,366); authorized by the Executive Director, with concurrence of the Board Chair.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby acknowledges the Executive Director's use of Delegated Authority, with the concurrence of the Board Chair, to approve KT 26-040 Change Orders one through five (1-5), in the cumulative amount of two hundred thirty-three thousand three hundred sixty-six dollars (\$233,366); and reauthorizes the Executive Director's contract authority in accordance with Kitsap Transit's Procurement Policy.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 20th day of October, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 10/20/2026

Resolution No. 26-54, Permission to Purchase Surplus WSDOT Property

AGENDA ITEM:

SUBMITTED BY:

Steffani Lillie

TITLE:

Director

DEPARTMENT:

Service & Capital Development

EXHIBITS/ATTACHMENTS:

Resolution No. 26-54

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 600,000.00

EXPENDITURE REQUIRED: \$ 720,000.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 10/13/2026

SUMMARY STATEMENT:

This resolution authorizes Kitsap Transit to purchase approximately 150,640 square feet of surplus WSDOT property near SR 104 and Bond Road for future transit use. The property has an appraised fair market value of \$720,000. The purchase price exceeds the amount allocated to the individual project line item but will be accommodated within the overall 2026 Capital Budget Transit Fund through bottom-line budgeting.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 26-54, the Board of Commissioners hereby authorizes staff to purchase the property identified as tax parcel number 292702-1-043-2007 for the purchase price of seven hundred twenty thousand dollars (\$720,000), plus applicable fees and closing costs on terms and forms approved by General Counsel.

RESOLUTION NO. 26-54

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS
AUTHORIZING THE PURCHASE OF SURPLUS WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION PROPERTY FOR FUTURE TRANSIT USE

WHEREAS, the Washington State Department of Transportation (WSDOT) has declared surplus an approximately 150,640-square-foot property identified as tax parcel number 292702-1-043-2007, located near SR 104 and Bond Road in Kitsap County; and

WHEREAS, the property is identified on WSDOT's right-of-way plan for SR 104, Port Gamble Road to Bond Road Vicinity, as a future park-and-ride site; and

WHEREAS, staff recommends acquiring the property to preserve it for future transit use; and

WHEREAS, Kitsap Transit obtained an independent appraisal of the property, which WSDOT reviewed and accepted, establishing a fair market value of seven hundred twenty thousand dollars (\$720,000); and

WHEREAS, WSDOT has offered to sell the property to Kitsap Transit for its stated fair market value of seven hundred twenty thousand dollars (\$720,000); and

WHEREAS, in addition, Kitsap Transit will pay all escrow fees, the recording fee, and any Excise Taxes, together with the pro-rated real estate taxes and other customary closing costs; and

WHEREAS, the property purchase was included in the 2026 Capital Budget Transit Fund using local funds.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to purchase the property identified as tax parcel number 292702-1-043-2007 for the purchase price of seven hundred twenty thousand dollars (\$720,000), plus applicable fees and closing costs on terms and forms approved by General Counsel.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 20th day of October, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board

DRAFT



Board of Commissioners Agenda Summary

Meeting Date: 10/20/2026

AGENDA ITEM: Resolution No. 26-55, Approve 2026 4th Qtr Procurements

SUBMITTED BY: Paul Shinnors

TITLE: Finance Director

DEPARTMENT: Finance

EXHIBITS/ATTACHMENTS: Resolution No. 26-55

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT:

EXPENDITURE REQUIRED:

FUNDING SOURCE: Capital / Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 10/13/2026

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. And the 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. 26-55, the Board of Commissioners hereby authorizes staff to advertise and seek bids for projects and procurements during the fourth quarter of 2026.

RESOLUTION NO. 26-55

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO ADVERTISE AND SEEK BIDS FOR PROJECTS AND PROCUREMENTS DURING THE FOURTH 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 within the 2026 operating or capital budget as approved by the Board through Resolution 25-73; and

WHEREAS, staff is requesting permission to advertise and seek bids for the following additional procurements:

- Design Build Solicitation for Waterman II; 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; and

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

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 20th day of October, 2026.

Katherine T. Walters, Chairperson

ATTEST:

Jackie Bidon, Clerk of the Board



To: Kitsap Transit
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)
Date: October 13, 2026
Re: October 20, 2026, Board Meeting – Legislative Report

Interim Update

Interim transportation discussions continue to be shaped by the difficult state budget outlook. Transportation stakeholders are generally preparing to defend existing programs and funding rather than pursue significant new investments in 2027. The Pier 48 passenger-only ferry terminal remains an important long-term issue for Kitsap Transit, with regional discussions now extending beyond the terminal design to the future of the surrounding pier and uplands.

Pier 48 Tour & Discussion

On September 17, I participated in a tour and discussion at Pier 48 concerning the future of the pier and options for its future use and development. Participants included Representative Greg Nance, a representative from Congresswoman Emily Randall's office, a representative from Seattle Mayor Wilson's office, and representatives from Friends of Waterfront Park.

Historic South Downtown is organizing a Pier 48 Community Coalition to provide input on the future build-out of the pier and uplands. Kitsap Transit has been invited to participate, and discussions are underway regarding the appropriate level of engagement.

Development of 2027 Legislative Agenda

We are in the process of developing the 2027 legislative agenda for the coming session and will be seeking input from the Board regarding ideas and direction. Given the state's difficult budget outlook, the discussion may focus first on preserving existing state investments in public transportation and protecting funding commitments that directly support Kitsap Transit. Other potential areas for consideration include maintaining reliable ferry service to Kitsap County and identifying targeted needs related to passenger-only ferry operations. No priorities have been selected at this stage, and guidance from the Board will help shape the agenda brought forward for adoption.

Washington State Transit Association (WSTA)

WSTA held its third-quarter Board of Directors meeting on September 11. Much of the legislative discussion focused on the state's budget situation and its likely effect on the 2027 legislative session. No legislative agenda was adopted. The general direction of the discussion was that transit agencies may need to concentrate on protecting existing funding and programs rather than seeking major new investments in a constrained budget environment.



WSTA's fourth-quarter Board of Directors meeting will be held November 13 and 14 in Vancouver. Further work on the association's 2027 legislative agenda is expected before or during that meeting.

Upcoming Meetings & Events

October 14 - Joint Transportation Committee: The Joint Transportation Committee will meet at 9:30 a.m. in Senate Hearing Room 1. This will be the Committee's first meeting since June.

October 14 and 15 - Washington State Transportation Commission: The Commission will hold a regular meeting in Yakima.

November 13 and 14 - Washington State Transit Association: WSTA will hold its fourth-quarter Board of Directors meeting in Vancouver.

December 4 - Washington Highway Users Federation Interim Briefing: WHUF will hold its annual Interim Briefing at the Tacoma Convention Center. This year's program includes WSDOT Secretary Julie Meredith discussing the agency's maintenance and preservation work, successes, challenges, and needs; Josh Brown of the Puget Sound Regional Council and Rachel Smith of the Washington Roundtable discussing the connection between housing, transportation, and economic development; and a Transportation Leadership Panel where leaders from the House and Senate Transportation Committees will discuss their plans for the 2027 legislative session. Registration is now open with Early Bird pricing at \$75 for WHUF members like Kitsap Transit through October 31, after which it will increase to \$100. Tickets can be purchased here - <https://www.eventbrite.com/e/2026-whuf-interim-briefing-tickets-2002082506672?aff=oddtcreator>

DRAFT: 2027 Legislative Priorities

- Preserve and protect state investments in public transportation generally, and KT projects specifically
 - KT will support efforts to preserve and maintain funding for public transit and multimodal grant programs in general, and KT-related projects and investments in particular. KT will work to ensure full funding of the commitments made by the Legislature in both the Connecting Washington and Move Ahead Washington packages.
- Support efforts to ensure adequate ferry service to Bremerton
 - In addition to supporting the continued health and stability of Washington State Ferry service to and from Kitsap County, KT will continue to explore funding opportunities for POF service, as necessary, to help backfill during WSF service interruptions.
- Protect biennial toll credit budget proviso
 - In recent years, KT has successfully obtained authorization to utilize up to \$5 million in toll credits for federal match requirements for grant funding for POF-related activities. KT will work to include this critical proviso in the 2027-29 Transportation Budget.
- Explore opportunities for expanded investment in zero-emission bus and ferry technology, as well as local electric infrastructure opportunities
 - KT will seek opportunities for state investments in electric and other zero-emission priorities for both the public and KT workers and visitors.
- Support WSTA Legislative Agenda
 - KT will monitor, and support as appropriate, the legislative priorities of the Washington State Transit Association. WSTA's top priorities include preserving and maintaining public transit investments, supporting safety and security for transit employees and riders, promoting zero-emission transit infrastructure, reducing costs and streamlining processes to strengthen public transit, and more.

KITSAP TRANSIT COMMUNITY ADVISORY COMMITTEE

Meeting Minutes July 30, 2026

Meeting Recording:

https://kitsaptransit.zoom.us/rec/share/eQRHpOH5AqvJ5LqB0S1SjvOHok-s1MgJdo-ac473m-ihRsj_qDCm37TJ92VRsV1T.abkpDa2WI4fIVdjh

Passcode: wfhU1@=@

CALL TO ORDER/ROLL CALL

Meeting called to order at 6:56PM by Chair Kelsey Murray.

ATTENDED:

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

ABSENT:

Patricia Bradley, Silverdale (excused)
Daniel Walkup, Bremerton, East (excused)

STAFF:

John Clauson, Executive Director
Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board

VISITORS:

Kat Woofter

BUSINESS ITEMS

1. Approval of Meeting Minutes

Motion made by JR Kinnison to approve the June minutes as written; seconded by Rudy Baum. **Minutes approved as presented.**

2. Committee Member Reports

Cindy Hare-Willis, Peninsula Community Health, reported that their medical respite center will be opening in two weeks in the location of the old Kitsap Rescue Mission on 6th Street in Bremerton, between Salvation Army and 7-11. She explained the purpose behind medical respite centers as a place for unhoused individuals who frequent an emergency room and who are too sick to be discharged back onto the streets but are not sick enough to remain in the hospital. They can be seen by medical providers, are offered resources, and can stay for up to 30 days.

Maxwell Judd, KT Cross-Sound Ferry Rider, stated that he really liked the reflective wraps on the bus stop poles. With the numerous poles along streets and sidewalks, this makes it very easy to find bus stops. He also asked if the transit agents on the ferry docks were being instructed to remind people when they show up for a supplemental sailing(s) that it will be discontinued. Executive Director Clauson stated no, but that we have been notifying people. Discussion on current reliability of WSF and brief news clip on King 5 featuring Representative Greg Nance and Mayor Greg Wheeler regarding the funding for the supplemental services being discontinued.

Maxwell continued, noting the improvements he brought up for the bike racks last month (rubberized hooks, protective mats on the walls, etc.) and how he's been mentioning it to fellow riders.

Tecla Legge, Kingston, reported that the new method for cars lining up along Hwy 104 to get a boarding pass is resulting in many U-turns for people who are not in the correct lane. Drivers need to be aware. She has also heard many people comment that they like the fast ferry on Saturday and asked how the Saturday runs are funded. Executive Director Clauson explained that the business plan included running Saturday service, also funded by sales tax, during the summer months.

JR Kinnison, Peninsula Council for the Blind, brought up last month's discussion on the fast ferry ramp at the Bremerton dock. He asked if there was a way to adjust the existing ramp so it's not so steep. He also gave kudos to transit for the World Cup event, noting it was not as hectic as originally expected. Regarding the Transit 101 video, he asked if parts of it could be used for local advertising. Executive Director Clauson noted that we don't have a local TV station, but we do have the video on our website. Tecla Legge asked if Kitsap Transit could have videos shown as a public service, and Clauson stated that we do not qualify to get free advertising. He did note that it might be possible for Bremerton Kitsap Access Television (BKAT) to show as a segment on their channel.

Susan Woolley, Kitsap Mental Health, asked about the status of the membership resolution. Kelsey said she would cover that in her report.

Marsha Cutting, Bainbridge Island, reported that while at the Wheaton Mall Transit Center two days prior, she noticed one of the digital displays reading "Temperature too high to update display". It wasn't very warm out, but the unit was in the direct sunlight. She asked if it could be moved to a less sunny location. Executive Director Clauson said we are working with the manufacturer on that, as they are supposed to operate at up to 170 degrees.

Kelsey Murray, South Kitsap, reported on the following:

- Transit Development Plan – there is a built-in assumption that Kitsap Transit will get more sales tax for service expansion throughout the years. She asked if there is any idea of when we would go to the community for additional sales tax. Executive Director Clauson noted transit's ability to levy sales tax funds, with a current maximum of 9/10 of 1 percent. Kitsap Transit is currently at 8/10 of 1 percent. Intercity Transit (Thurston County) and Community Transit (Snohomish County) went to the legislature and received a special exemption to ask voters for an additional 3/10 above the current 9/10, making them currently at 1.2 percent supporting transit. We could take the same approach, requesting permission from the legislature and then approval from the voters. There is no current timeframe to request the remaining 1/10 of 1 percent, which equates to approximately \$8 million per year.

Clauson continued, noting that the ferry side of the sales tax collections can go up to a maximum of 4/10 of 1 percent, and we are currently at 3/10 of 1 percent. In discussing Kitsap Transit's long-range plan with the Board at a recent retreat, Clauson recommended reviewing the plan in 2027 and updating where needed.

- Southworth Fast Ferry service down with no back-up options that day. There was no Route 185 or Route 186 available to take people to Harper and Mullenix Park & Rides from the WSF boats. Executive Director Clauson confirmed that we have a procedure in place, but it wasn't followed on that day.
- In conjunction with the prior item, the bus service for the first Southworth ferry in the afternoon (2:45pm from Seattle) is not showing up on the tracking system because they are not technically in service. When the bus did not show up, Kelsey stated she had called Dispatch and waited five minutes on hold with no answer. The bus did show up but was a little late. Discussion on calling Dispatch vs calling Customer Service. Kelsey continued, asking if it would be possible to turn the tracking on before the bus gets to the Southworth terminal. Executive Director stated he would check on this (**attached to minutes**).
- Board Composition Review Committee – Kelsey stated that there should be two separate resolutions from the CAC regarding this issue. The first issue involves the Board making the decision as to whether they want to add two members of the public to the Board of Commissioners. The other focuses on whether the Board would want to maintain the CAC. The current draft of the resolution couples these two which doesn't make sense. The committee needs to decide 1) whether to support adding two transit riders to the Board and 2) if the CAC wants to keep the committee intact.

Executive Director Clauson explained that there are two different bodies making two different decisions. The Board Composition Review Committee makes the decision as to whether to add members to the Board. The full transit board makes the decision as to whether there is going to be a CAC or not. The current RCW allows for the additional members as an option. There is no RCW that requires a transit organization to have a CAC; it's at the Board's discretion. There are transit agencies in Washington that do not have CACs.

Kelsey continued, noting that previous discussions of the CAC seemed to be leaning toward supporting the two additional transit riders on the Board of Commissioners and toward maintaining the current CAC. Members present agreed, so she will re-work the information into two separate resolutions for review in August.

Kelsey asked, if the Board Composition Review Committee decides to approve adding two additional transit riders to the Board, how that decision would be made. Clauson stated it would be up to the Board to decide, as the RCW does not make any stipulation outside of criteria for eligibility which he read to the group.

Other comments from committee members include making suggestions to the Board and possibly even having the transit riders be from the CAC, as committee members have already been vetted and it would simplify the process. Additional discussion on timing of the meetings and coordination with other “Super Tuesday” meetings.

DISCUSSION ITEMS

1. Presentation – Board of Commissioners Retreat

Due to lack of time, the presentation given at the recent Board of Commissioners retreat was not shown. Executive Director Clauson reported that the retreat went from 8:30am to 2:30pm. Various topics were discussed, such as capital expenditures and service delivery, the current long-range plan, and the financial condition of the agency with a 30-year projection for both transit and ferry. The meeting was not recorded, but the facilitator made many notes.

GOOD OF THE ORDER

Maxwell Judd noted that he tried one of the take-home buses operating during World Cup with his bike. He indicated he could just ride his bike, but the operator said no and was very committed to making sure he (Maxwell) did not have to ride his bike and was able to take the bus. Second, he asked if Kitsap Transit planned to do any polling of current riders to get the general mood of the public. It may

come in handy if Kitsap Transit decides to go to the voters for additional sales tax. Executive Director Clauson stated we have not done this in a while. Lastly, Maxwell noted that the ferry he rides has a tight window when it comes to connecting with the buses. Thankfully, most of the bus drivers are already aware when the boat is running late, so they will automatically wait for the three-minute window without a call from the crew.

Robert Doller, West Bremerton, expressed that he does not want to see any additional taxes.

Marsha Cutting commented that she got to meet “Marvin the Mentor” while he was training a new driver and noted that she was very impressed with the way he worked with her.

PUBLIC COMMENT (also made throughout the meeting)

None

ADJOURN

Meeting adjourned at 7:58PM.

Items/questions from July CAC Meeting

- Bus service for the first Southworth ferry in the afternoon (2:45pm from Seattle) is not showing up in the tracking system ... perhaps because they are not technically in service? Is there a way to get them to show up on the tracking system ("Where's My Bus")?

Reached out to Service Development to address.

KITSAP TRANSIT COMMUNITY ADVISORY COMMITTEE

Meeting Minutes August 27, 2026

Meeting Recording:

<https://kitsaptransit.zoom.us/rec/share/W4s1LZ2StcXBy-dJuWltzS5itfz-Awq0vjw30JuB8ZXf1blqsQinbRF5Ro2mldyw.-l0U1h82INXnSxLO>

Passcode: vn%?0#2P

CALL TO ORDER/ROLL CALL

Meeting called to order at 6:31PM by Chair Kelsey Murray.

ATTENDED:

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

ABSENT:

STAFF:

John Clauson, Executive Director
Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board

VISITORS:

Kat Woofter

BUSINESS ITEMS

1. Approval of Meeting Minutes

Motion made by Patricia Bradley to approve the July minutes as written; seconded by JR Kinnison. **Minutes approved as presented.**

2. Board of Commissioners Agenda Review

Executive Director Clauson briefly went over the items listed on the Consent Agenda, including a proclamation supporting the National Week Without Driving, a resolution approving the reappointment of Kelsey Murray and Maxwell Judd to the Community Advisory Committee, and a resolution approving additional procurements for the third quarter that are over the approval authority of the Executive Director. Procurements include

- Construction Management Services for the sewer lift station at Ruby Creek Park & Ride
- Construction Management Services for a new hybrid passenger-only ferry for the Port Orchard/Bremerton run
- Installation of new inductive charging units

Full Discussion items include:

- Resolution awarding for Construction Management Services for Inductive Charger Installation. These will be installed at the Wheaton Way Transit Center, Poulsbo Transit Center, and Bainbridge Transit Center, as well as at our operating facility at Charleston Base. The cost is a little higher than it was for Silverdale because we will be retrofitting existing facilities, but lessons learned during the Silverdale project are being considered. Discussion on the concept of charging the bus while still in service as opposed to waiting until it gets back to the garage after its run, thus alleviating a strain on the power grid all at once.
- Resolution awarding for US Coast Guard inspection of Lady Swift
- Discussion on 2027 Agency Goals. One of the items covered at the recent Board Retreat was goals for the coming year. Staff will be asking the Board for any thoughts toward goals for next year, including increasing ridership,

certification of the Automatic Passenger Counting system on the buses, and goals geared toward construction projects scheduled for next year.

Maxwell Judd, KT Cross-Sound Ferry Rider, asked if there was going to be discussion on the grant funding for the ferry dock. Executive Director Clauson clarified that the federal grant funding was received by King County for a second float at Pier 50 for passenger ferries, but that we would be requesting funding, on behalf of Washington State Ferries, to help tear down the structure currently there.

3. Committee Member Reports

Maxwell Judd, KT Cross-Sound Ferry Rider, commented that he saw the new ramps at the Bremerton Fast Ferry dock and asked if they were the final ones or just mock-ups. He also noted that the method and location on which they are stored on the boat could pose a problem for someone exiting the restroom and losing their balance due to weather, causing them to hit the ramp and possibly injure themselves on the metal. He suggested adding a form of “bumper”.

Robert Dollar, West Bremerton, reported on a comment from a fellow rider that the Route 623 leaving Kariotis stops running too early. There’s no way to use public transit to do anything after 6:30pm.

Susan Woolley, Kitsap Mental Health, announced that this is her last meeting of her term. She expressed appreciation for this group, for the regular transit service that serves their facility, and all the things she’s learned about how the transit system works. This group is a great example of how citizen input can be taken seriously. Efforts have been made to reach out to some of their clients for possible replacement for her position, but there has been no response. With that, there is no immediate replacement for the Kitsap Mental Health representative.

Marsha Cutting, Bainbridge Island, commented that it’s nice to see the display signs on Bainbridge Island that show when the bus will arrive.

Daniel Walkup, East Bremerton, stated that the communication team did a tremendous job notifying everyone of the end of the supplemental ferry service. He asked what this looks like for the future and whether there is potential for return of the sailings. Executive Director Clauson explained that Kitsap Transit does not have the funding to continue the extended service. There’s a strong

interest by many in the community to ask if the State could continue financially supporting the extra sailings. Discussion on contacting State legislators regarding this issue and the possibility of holding a legislative open house at Kitsap Transit.

Kelsey Murray, South Kitsap, echoed the loss of the Bremerton fast ferry sailings and the push to contact legislators.

Charlotte Sampson, Executive Assistant, brought up the note at the end of July's minutes regarding bus service for the first Southworth ferry in the afternoon not showing up in the tracking system. Service Development is still working on it but did give the following information:

Both buses scheduled to meet the ferry are in layover status, which would prevent them from being visible to the public. We have a setting with a look-ahead that I think should apply to this case, but it doesn't appear to be functioning that way. I have sent the issue to the Clever team for investigation.

JR Kinnison, Peninsula Council for the Blind, commented on the messaging system for ETAs, indicating that he had five different trips a week ago but only received four ETA notifications in the message. He asked if it was because of the number of characters being sent and the possibility of messages being truncated. Executive Director Clauson didn't think that would be the case.

JR continued, stating he had taken his CAC card and taped it to his Lions Club badge which has a magnet on it. This allows him to wear his CAC card prominently as a badge. He stated that drivers use lanyards for ID cards, and they get tucked into shirts or spun around. He suggested adding magnets to ID cards to allow them to be worn as badges. Discussion on ID cards vs badges.

Tecla Legge, Kingston, asked if Kitsap Transit has ever done training for school bus drivers. Executive Director Clauson answered no, but that we will be offering the new facility to others for their use.

DISCUSSION ITEMS

1. CAC Resolutions

Three separate resolutions were distributed to the members at the meeting and e-mailed to those attending virtually. Chair Kelsey Murray explained that these separate the issues into three distinct matters to bring forth to the Board Composition Review Committee. Draft 1 recommends adding two transit-using voting members to the Board of Commissioners, as provided for in House Bill 1418. Maxwell Judd liked the fourth whereas but asked if the reference to community members without a driver's license should be a number instead of "one quarter". He offered to find a number.

Kelsey asked what the proper procedure should be with the resolutions. Tecla Legge commented that more time would be needed to review each one. Executive Director Clauson stated that the Board Composition Review Committee would be meeting next week on Friday, September 4, here at Harborside at 1:00pm. Rather than offer up a resolution, he noted that the CAC could make a motion for a recommendation to the Board Composition Review Committee, which he would then report at the meeting. Time is of the essence, and he explained there are basically four options:

- No change
- Add 2 transit users, bringing the size of the Board to the maximum of 11
- Reduce the current size of the Board (the minimum is five elected officials)
- Add two transit users and remove current seats

Kelsey continued with the other draft resolutions. Draft 2 recommends the Board of Commissioners retain the Community Advisory Committee in its current form, even with the addition of the two new voting transit users. Draft 3 recommends, if the Board of Commissioners decides to add the transit-using voting members, they be selected from the Community Advisory Committee.

Tecla Legge, Kingston, expressed concern over having the CAC's thoughts and concerns transmitted to the Board, asking how one person would achieve that for the whole county. She wants to make sure the Board hears the Committee's thoughts and stressed that the voting transit user should be a member of the CAC.

Executive Director Clauson explained the difference between the CAC discussing something versus taking a motion on it. If it's an official motion, it comes from the group as a whole and is conveyed that way to the Board in his report. He reminded everyone of the specific criteria for the transit-user position and noted that only a handful of CAC members would qualify for the position. Lastly, he stated that the only real issue that is time sensitive is whether to add transit-users to the Board. The other issues regarding the retention of the CAC and choosing the transit-user from the current CAC can be delayed until later. Discussion on actions to be taken depending on what the Board Composition Review Committee decides regarding adding transit-users to the Board and potential changes to the size of the Board. Waiting until January to implement any changes would provide time to research adding members and not to disrupt terms of the current Board.

Tecla asked what authority brought the CAC into existence. Executive Director Clauson stated there is no state law that requires a transit agency to have a CAC, but that this was developed by resolution as an advisory committee to the Board of Commissioners when Kitsap Transit started in 1983. He added that the role of the CAC is not just to comment on items for the Board meetings; it can be on anything. However, as an "advisory" group, it doesn't mean motions made by the group will be accepted by the Board.

Motion made by Marsha Cutting to accept Resolution Draft 1; seconded by JR Kinnison.

Discussion: In the fourth Whereas, should it be changed from to "one quarter" to "over 700,000"? Suggest leave as is.

Motion approved unanimously to accept Resolution Draft 1 as written.

Charlotte Sampson, Executive Assistant, will finalize the document and send it to Chair Murray for signature. Next steps will be determined after the Board Composition Review Committee meets.

2. Membership Slots

Executive Director Clauson explained that with Kitsap Mental Health busy undergoing accreditation, there may not be a representative from that agency for a while. With that, he asked for input on other organizations that could be contacted for possible representation on the Committee. Ideas presented

included Salvation Army, Agape, West Sound Treatment Center, and tribal involvement. Kitsap Community Resources has a spot on the Committee but has never sent a representative. Staff can reach out again.

3. Presentation – Washington State Roadeo

Executive Director Clauson showed photos of the State Roadeo awards. He explained that in addition to the bus competition, the Maintenance teams compete as well. There is a local event that has three categories of buses depending on size. This event determines who goes to the State competition. Kitsap Transit's Maintenance Team (Ruben Castro, Spencer Winslow, and John Falla) took 2nd place, and Operator Val Quill came in 3rd in the 35-foot division. Damien Sabado, *ACCESS* Operator, placed 5th in the Body-on-Chassis division, and Exeli Shipp placed 10th in the 40-foot division. The top competitors from the State Roadeo go on to compete in the national events sponsored by APTA and CTAA. Since this event celebrated the 50th anniversary of the conference and Roadeo, transit agencies also provided tables with historical items such as uniforms, schedules, and photos.

JR Kinnison asked if the Maintenance crew installed the seatbelts on the *ACCESS* buses. Clauson said no, those are installed at the factory. JR noted that they are different lengths and sometimes different on each bus, with some reversed right to left or flipped over.

4. Presentation – Board of Commissioners Retreat

Executive Director Clauson briefly reported on this due to shortage of time. He was pleased with the process, which was facilitated by a consultant, and went from 8:30am to 2:30pm. Various topics were discussed, such as capital expenditures and service delivery, the current long-range plan, the financial condition of the agency with a 30-year projection for both transit and ferry, and input on goals. Board members were reminded that this was for Kitsap Transit as a whole and not necessarily anything for individual jurisdictions.

The consultant developed a presentation to walk the Board through the day in addition to using it for notes (attached).

GOOD OF THE ORDER

None

PUBLIC COMMENT (also made throughout the meeting)

None

ADJOURN

Meeting adjourned at 8:03PM.

KITSAP TRANSIT | BOARD OF COMMISSIONERS

Board Retreat 2026

Charting Our Strategic Course

Strategic Foundations · Financial Planning · Service Delivery · Goal Setting





SECTION 01

Synthesis Slides

Insights gathered from Board discovery interviews



DISCOVERY INTERVIEW SYNTHESIS

Kitsap Transit Board Retreat

Prepared by Clarity Consulting | **July 2026**



Proposed Topics

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

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



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.

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

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

Mission & Vision



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

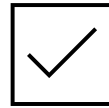
Service Investments



Sunday service to increase transit access to jobs



Buses that run more frequently



New bus routes to serve new areas and reduce transfers



High-capacity transit



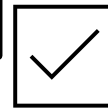
Bremerton-Tacoma express route



New zones for on-demand ride service



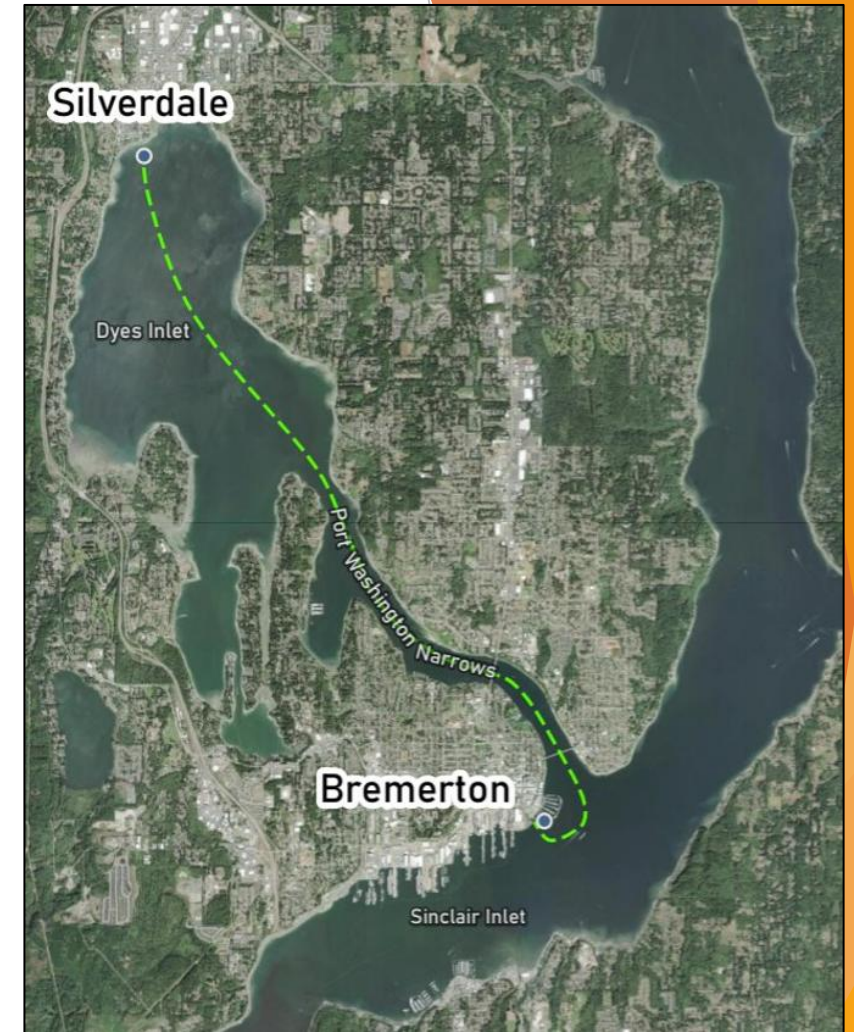
New circulators to improve connections to activity centers



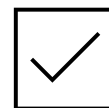
\$20m per year (2020)



Intra-county ferry service



Complete

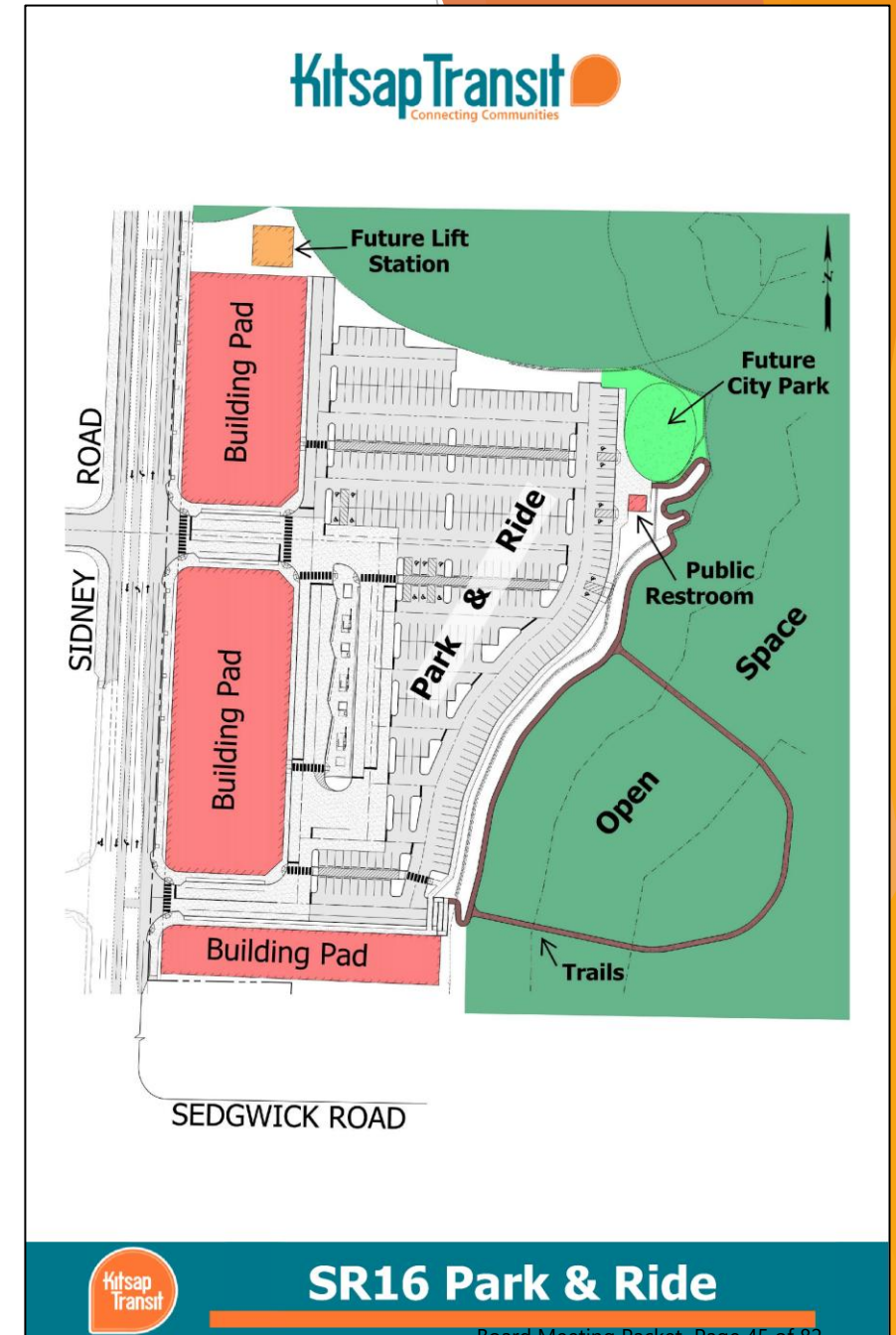


Partly Complete

The Plan

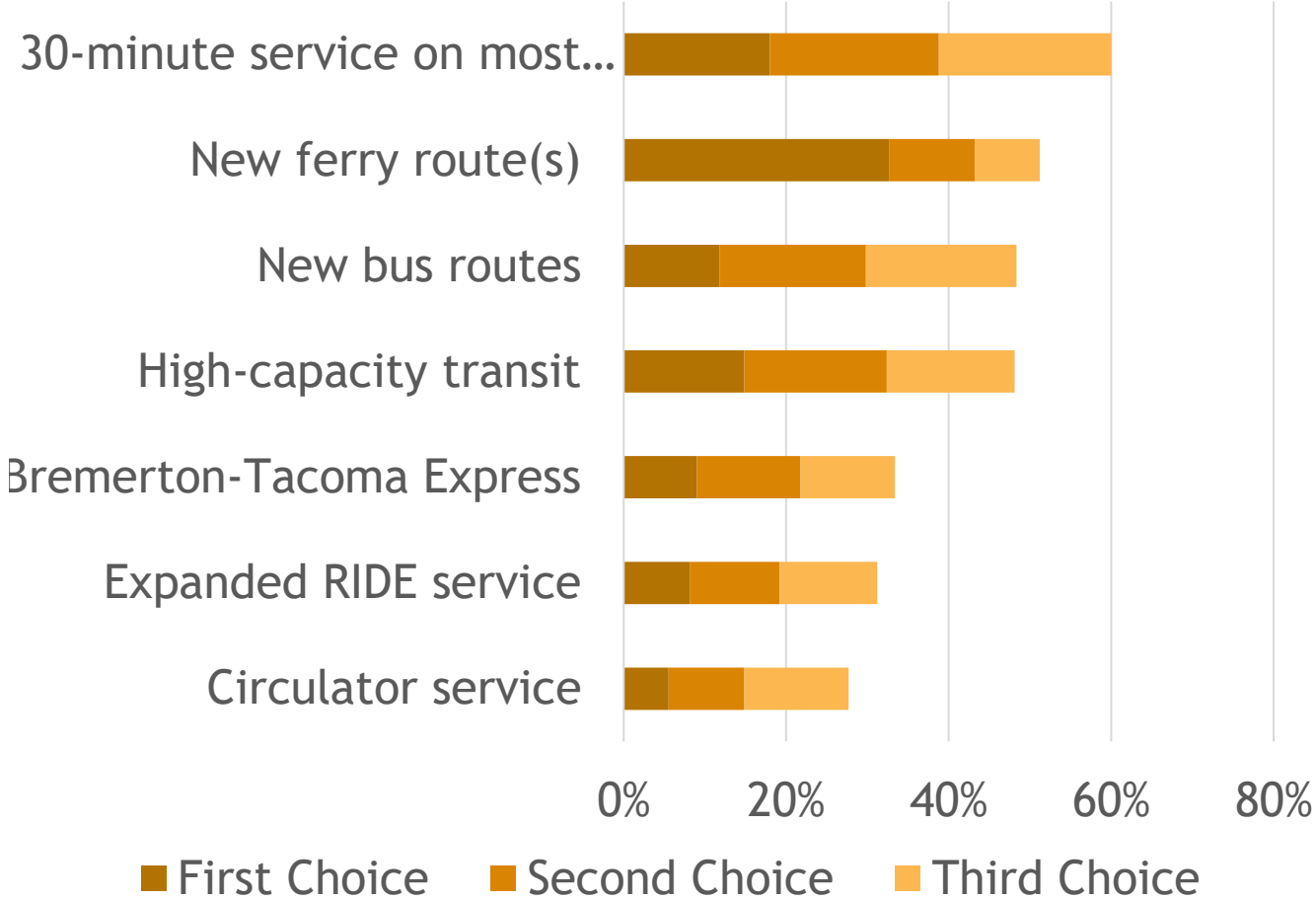
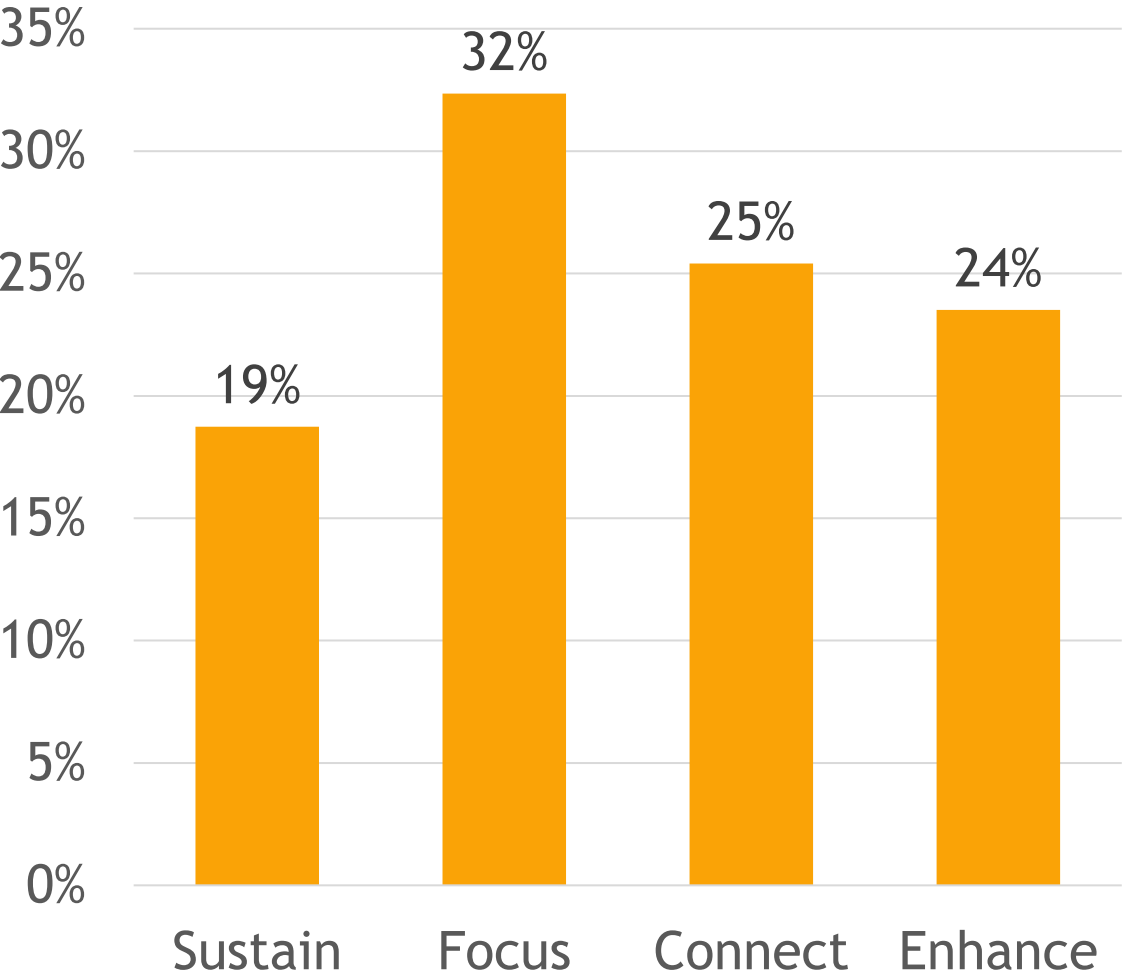
Capital Investments

- New and upgraded operating facilities to support growth ✓
- Fleet expansion to support new service investments ✓
- New transit centers to improve network connectivity ✓
- Infrastructure upgrades on future high-capacity corridors ✓
- 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 ✓
- Technology improvements to enhance the overall experience ✓
- Park-and-ride investments based on future demand ✓



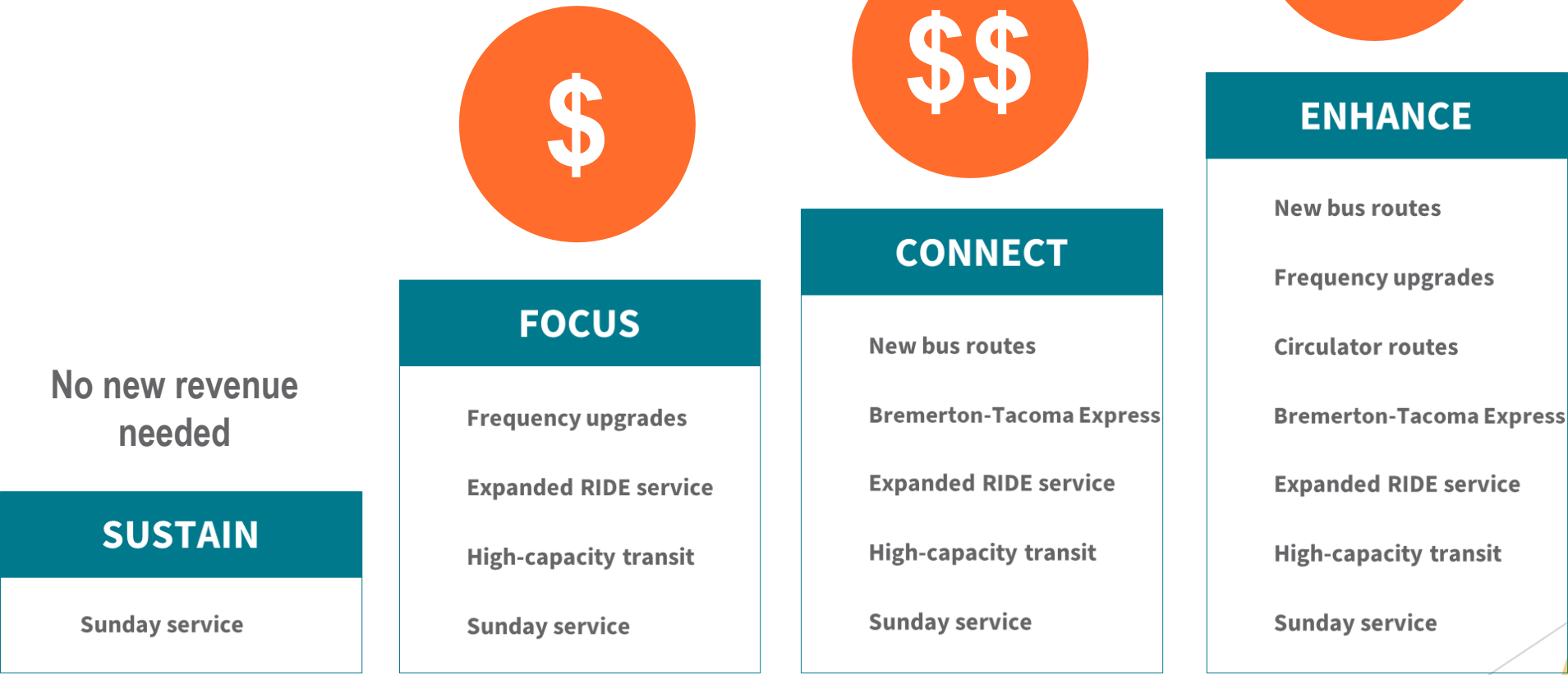
Long-Range Transit Plan Outreach

4,300 Responses



L RTP’s four Scenarios based on amount of revenue available:

▶ \$ = 0.001 cents

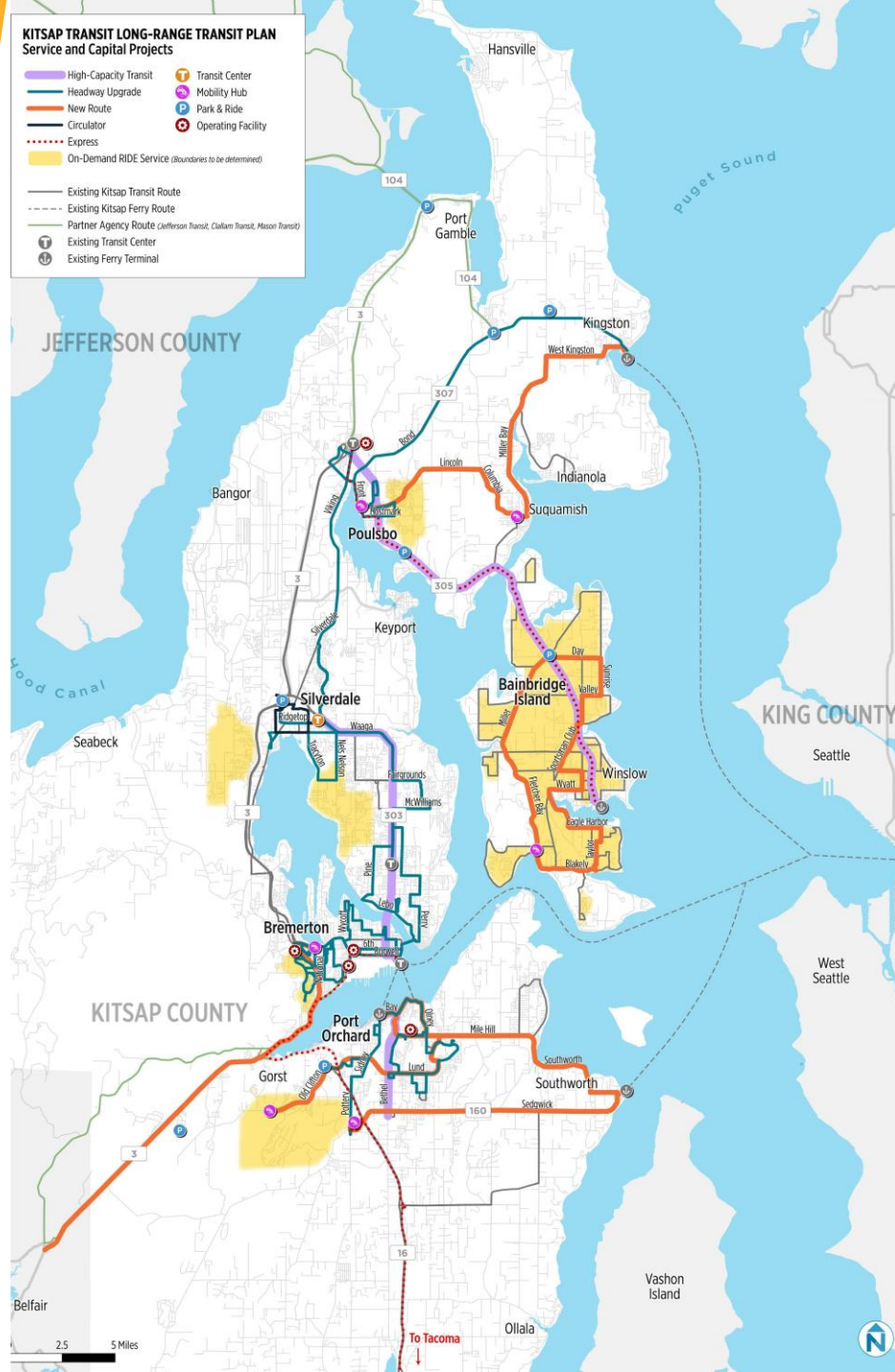


Scenario Service Improvements

- ▶ 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 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



Discussion



SECTION 03

Financial Foundations

Reviewing the resources behind our capital and service priorities

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

**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								



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



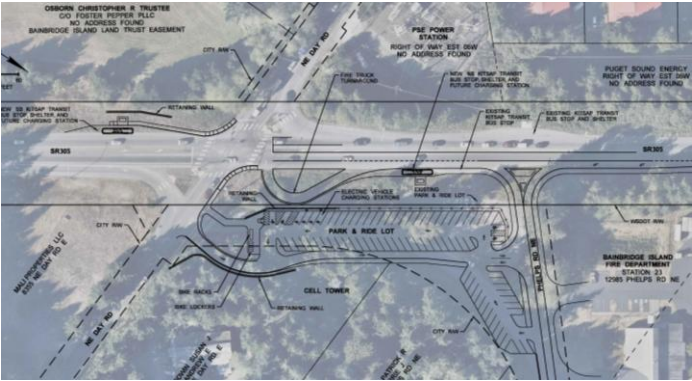
Bus Training Facility

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

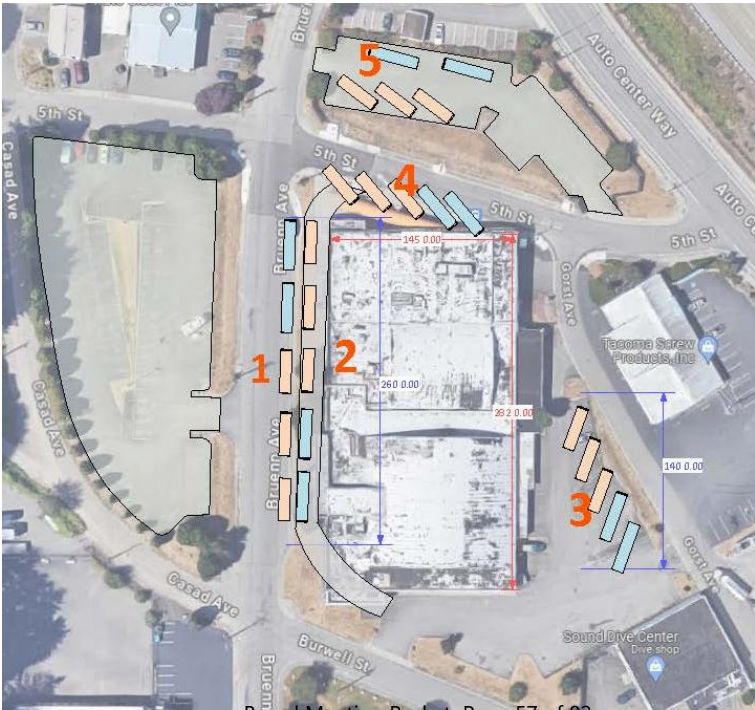


Day Road Park & Ride

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



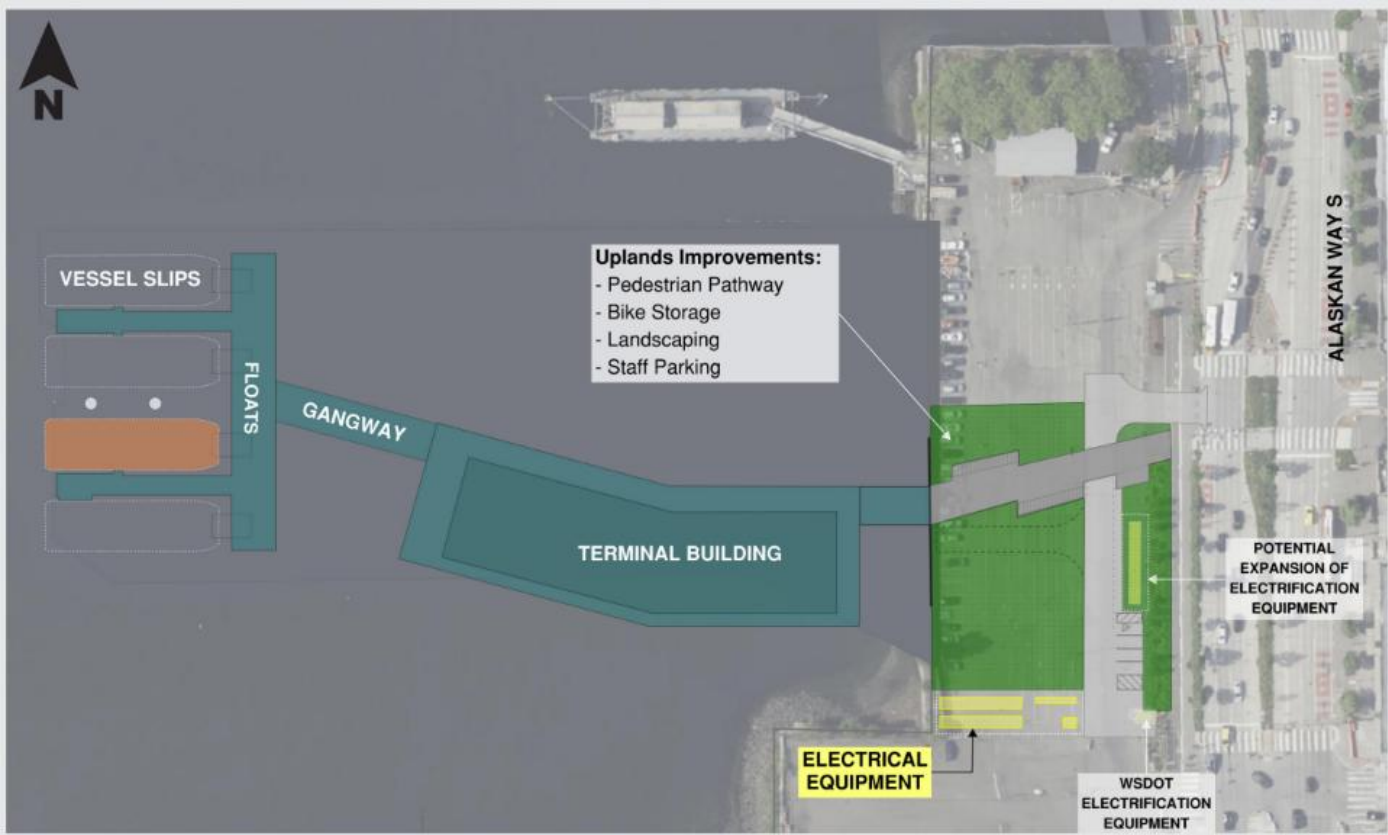
Waterman II – Hybrid Foot Ferry

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

PERSPECTIVE 1-4A
ARRANGEMENTS OVERVIEW
NO SCALE

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
<u>Grant Asks</u>				
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



Lunch

Showing: Transit 101





SECTION 04

Service Delivery

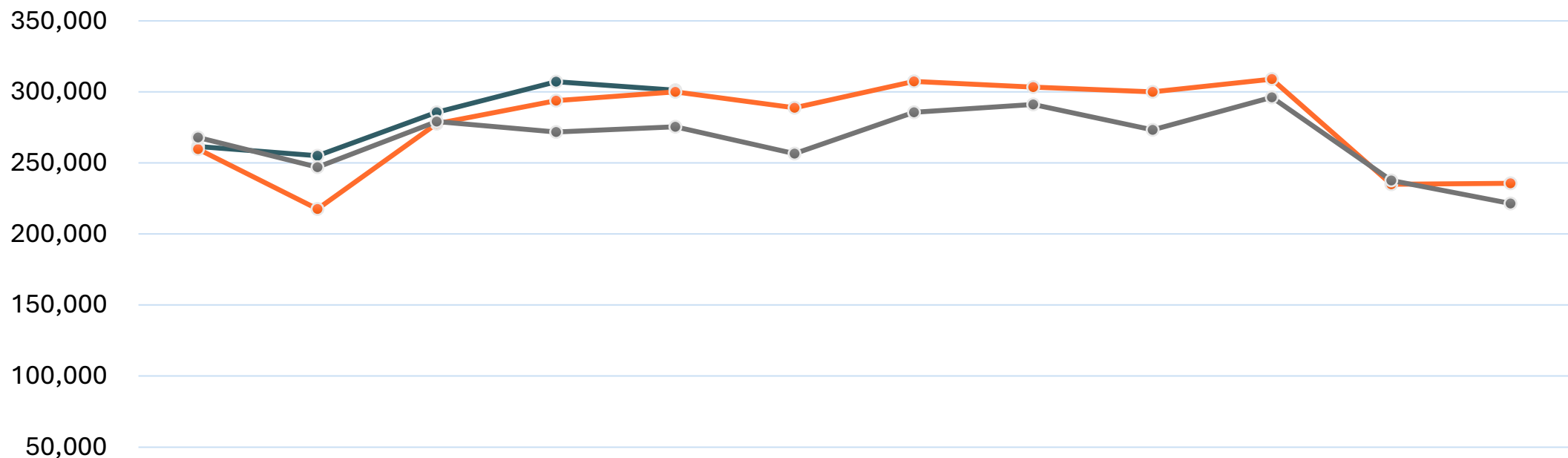
Bus operations, fast ferry service, and the metrics that guide them

Kitsap Transit
Annual Ridership
Jan 2024 – May
2026



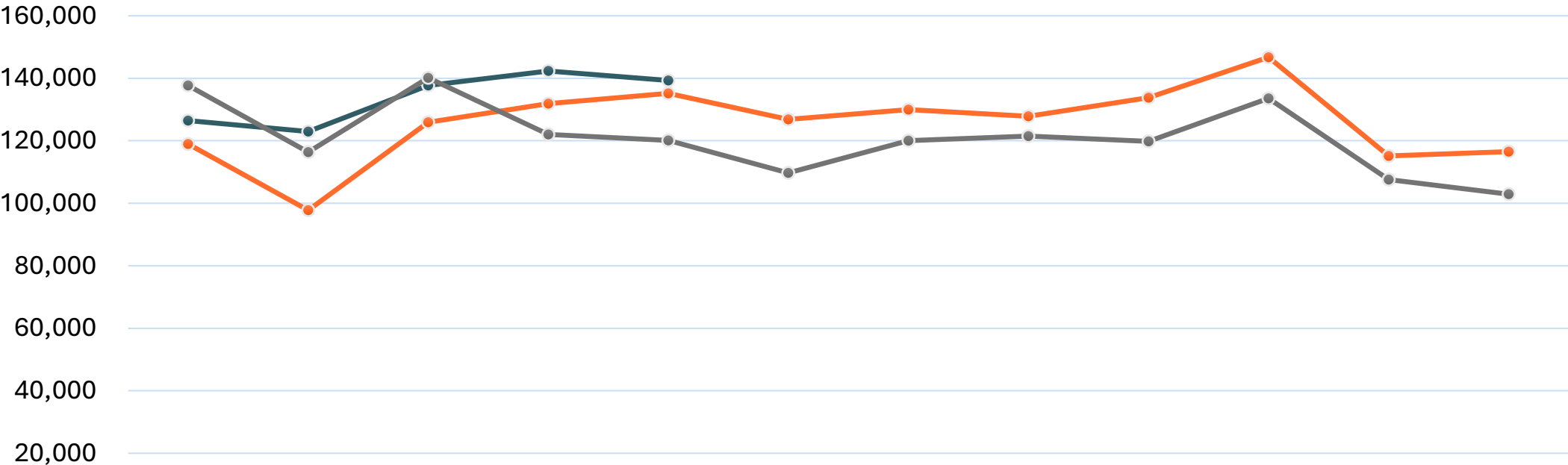
Kitsap
Transit

Ridership Jan 2024 – May 2026 – All Modes



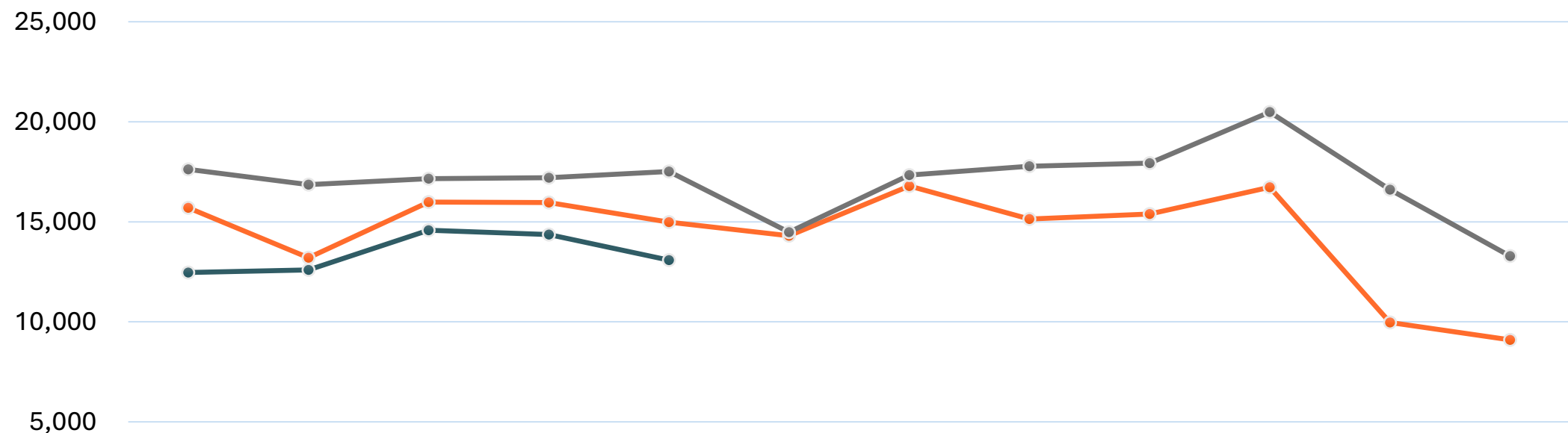
	1	2	3	4	5	6	7	8	9	10	11	12
2026	261,647	255,078	285,579	307,182	301,136							
2025	259,758	217,584	277,610	293,821	300,017	288,884	307,438	303,350	300,080	308,979	235,002	235,747
2024	267,946	247,043	279,207	271,744	275,455	256,525	285,607	291,253	273,267	296,187	237,688	221,477

Ridership Jan 2024 – May 2026 – Routed



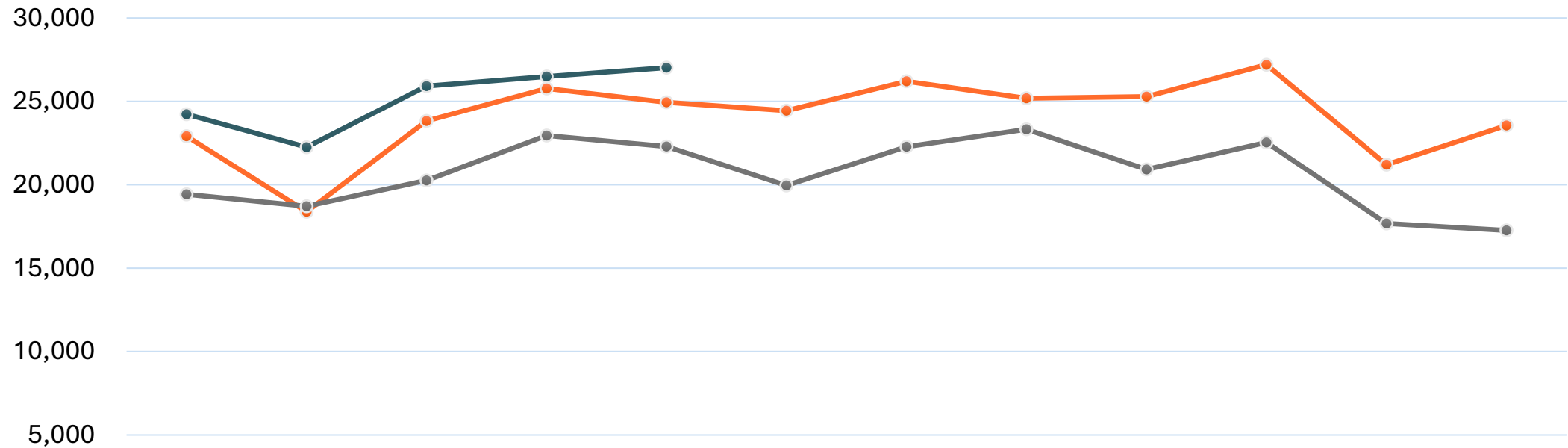
	1	2	3	4	5	6	7	8	9	10	11	12
2026	126,450	122,956	137,658	142,322	139,329							
2025	118,972	97,765	125,914	131,882	135,150	126,871	130,005	127,865	133,813	146,729	115,179	116,538
2024	137,696	116,336	140,142	122,043	120,094	109,745	120,044	121,488	119,788	133,539	107,576	102,901

Ridership Jan 2024 – May 2026 – Worker/Driver



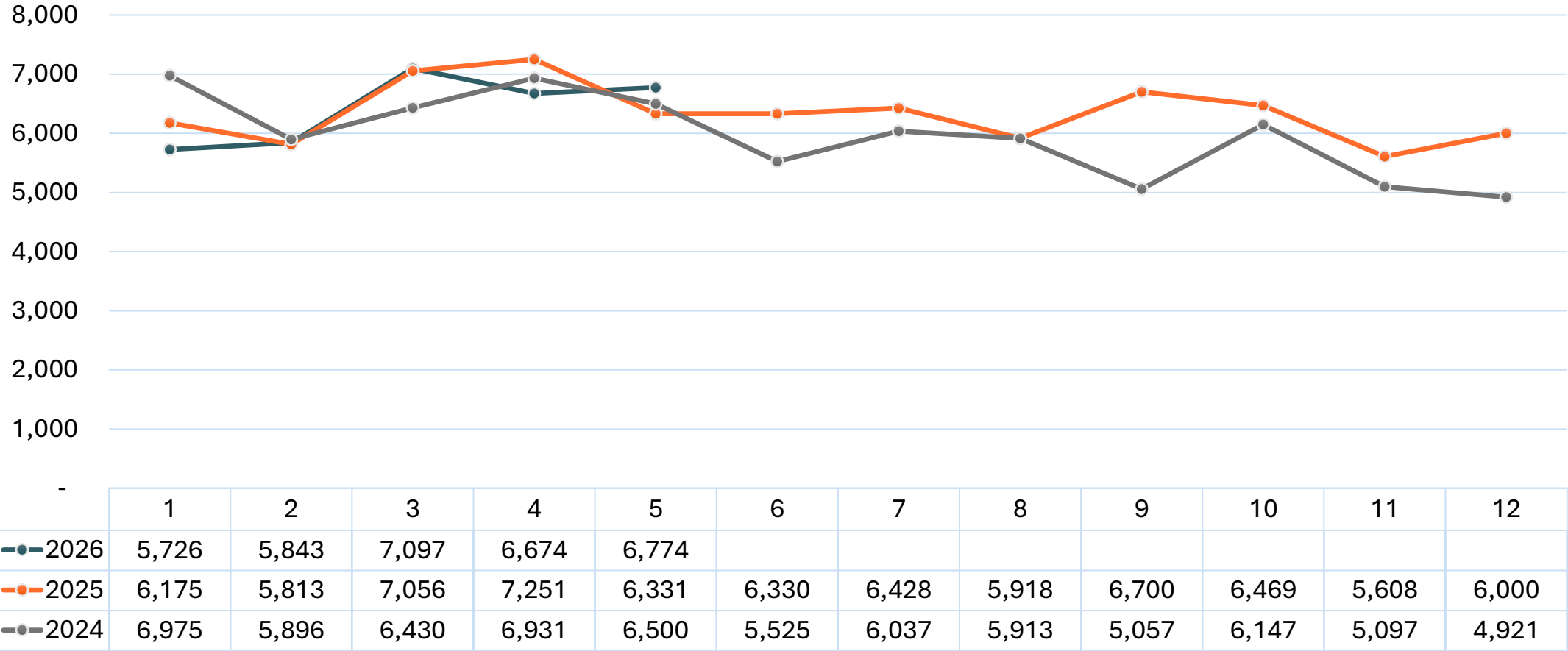
	1	2	3	4	5	6	7	8	9	10	11	12
2026	12,464	12,592	14,578	14,362	13,080							
2025	15,704	13,204	15,987	15,956	14,982	14,305	16,788	15,142	15,388	16,730	9,963	9,098
2024	17,627	16,857	17,158	17,199	17,519	14,476	17,334	17,772	17,930	20,484	16,606	13,282

Ridership Jan 2024 – May 2026 – Ferries



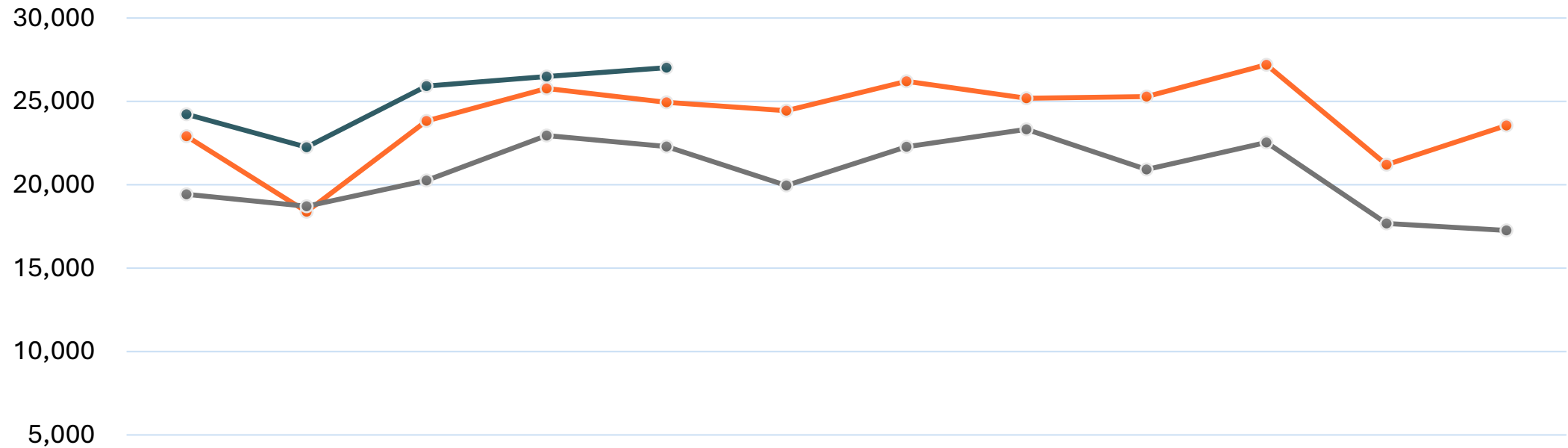
	1	2	3	4	5	6	7	8	9	10	11	12
2026	24,223	22,254	25,912	26,498	27,021							
2025	22,904	18,383	23,827	25,776	24,947	24,437	26,200	25,184	25,290	27,199	21,199	23,553
2024	19,423	18,708	20,260	22,945	22,288	19,953	22,284	23,324	20,922	22,542	17,674	17,258

Ridership Jan 2024 – May 2026 – Vanpool



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



Kitsap Transit

Income Statement - Transit Fund

August 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Routed Fare	\$180,062	\$157,800	\$1,308,487	\$1,153,800	\$154,687	13.41%
Worker Driver Fares	\$51,790	\$64,300	\$401,465	\$495,300	(\$93,835)	(18.95%)
Van Pool Fares	\$28,108	\$25,642	\$229,338	\$205,133	\$24,205	11.80%
Access Fare	\$14,233	\$13,500	\$109,637	\$113,700	(\$4,063)	(3.57%)
Parking	\$18,311	\$16,000	\$130,244	\$128,000	\$2,244	1.75%
Lease Income	\$32,231	\$31,667	\$252,726	\$253,333	(\$607)	(0.24%)
Other Operating Income	\$1,547	\$2,500	\$19,606	\$20,000	(\$394)	(1.97%)
OPERATING REVENUE	\$326,282	\$311,408	\$2,451,503	\$2,369,267	\$82,236	3.47%
OPERATING EXPENSES						
General Administration	\$593,352	\$597,684	\$4,309,547	\$4,825,683	(\$516,136)	(10.70%)
Capital Development	\$62,126	\$87,161	\$563,558	\$699,237	(\$135,679)	(19.40%)
Customer Service	\$95,920	\$91,924	\$738,259	\$737,629	\$630	0.09%
Routed	\$1,635,493	\$1,663,046	\$12,380,353	\$13,313,169	(\$932,816)	(7.01%)
Worker Driver	\$115,180	\$132,146	\$879,259	\$1,053,406	(\$174,147)	(16.53%)
Rideshare	\$40,301	\$38,954	\$294,336	\$313,695	(\$19,359)	(6.17%)
Access	\$1,191,150	\$1,263,173	\$9,691,761	\$10,069,270	(\$377,509)	(3.75%)
Vehicle Maintenance	\$1,071,741	\$1,020,945	\$8,737,155	\$8,199,792	\$537,362	6.55%
Facilities Maintenance	\$332,976	\$384,586	\$3,121,997	\$3,094,141	\$27,856	0.90%
Service Development	\$392,922	\$370,928	\$3,144,134	\$2,972,102	\$172,032	5.79%
Total Operating Expense	\$5,531,162	\$5,650,547	\$43,860,359	\$45,278,124	(\$1,417,765)	(3.13%)
OPERATING INCOME (LOSS)	(\$5,204,880)	(\$5,339,139)	(\$41,408,856)	(\$42,908,858)	\$1,500,001	(3.50%)
NON OPERATING INCOME (EXPENSE)						
Sales Tax	\$5,436,000	\$5,472,000	\$41,483,000	\$41,693,000	(\$210,000)	(0.50%)
State Operating Grant	\$8,963	\$10,417	\$71,700	\$83,333	(\$11,633)	(13.96%)
Interest Income	\$361,298	\$280,000	\$2,843,581	\$2,420,000	\$423,581	17.50%
Misc Income / (Expense)	\$759,526	\$0	\$746,283	\$0	\$746,283	0.00%
Depreciation Expense	(\$888,736)	(\$875,000)	(\$7,109,899)	(\$7,000,000)	(\$109,899)	1.57%
Amortization Expense	(\$5,527)	(\$5,527)	(\$44,214)	(\$44,216)	\$2	0.00%
Sales Tax Collection Fee	(\$54,360)	(\$54,720)	(\$414,830)	(\$416,930)	\$2,100	(0.50%)
Gain/Loss Disposition of Assets	\$34,960	\$0	\$45,126	\$0	\$45,126	0.00%
Total Non Operating Income (Expense)	\$5,652,123	\$4,827,170	\$37,620,747	\$36,735,187	\$885,560	2.41%
NET INCOME (LOSS)	\$447,243	(\$511,969)	(\$3,788,109)	(\$6,173,670)	\$2,385,561	(38.64%)

Kitsap Transit

Income Statement - Ferry Fund

August 2026

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Local Ferry Fares	\$81,860	\$61,400	\$558,963	\$487,200	\$71,763	14.73%
Bremerton Fast Ferry Fares	\$324,694	\$356,000	\$2,170,517	\$2,201,600	(\$31,083)	(1.41%)
Kingston Fast Ferry Fares	\$78,399	\$56,800	\$554,465	\$485,200	\$69,265	14.28%
Southworth Fast Ferry Fares	\$129,308	\$129,300	\$892,312	\$850,700	\$41,612	4.89%
Total Operating Revenue	\$614,261	\$603,500	\$4,176,256	\$4,024,700	\$151,556	3.77%
OPERATING EXPENSE						
General Administration	\$274,884	\$234,725	\$1,867,415	\$1,895,104	(\$27,689)	(1.46%)
Local Ferry Operations	\$159,010	\$198,922	\$1,245,702	\$1,591,241	(\$345,538)	(21.72%)
Bremerton Fast Ferry Operations	\$413,118	\$314,385	\$3,158,713	\$2,521,500	\$637,213	25.27%
Kingston Fast Ferry Operations	\$357,208	\$327,450	\$2,700,775	\$2,626,334	\$74,442	2.83%
Southworth Fast Ferry Operations	\$332,589	\$319,181	\$2,520,619	\$2,561,840	(\$41,221)	(1.61%)
Maintenance and Facilities	\$507,726	\$893,582	\$4,320,421	\$7,155,216	(\$2,834,794)	(39.62%)
	\$2,044,536	\$2,288,245	\$15,813,646	\$18,351,234	(\$2,537,588)	(13.83%)
OPERATING INCOME (LOSS)	(\$1,430,275)	(\$1,684,745)	(\$11,637,390)	(\$14,326,534)	\$2,689,145	(18.77%)
NON OPERATING REVENUE (EXPENSE)						
Sales Tax Revenue	\$2,040,000	\$2,052,000	\$15,546,000	\$15,623,000	(\$77,000)	(0.49%)
Operating Grants	\$0	\$66,667	\$245,730	\$533,333	(\$287,603)	(53.93%)
Interest Income	\$59,380	\$35,000	\$473,962	\$322,000	\$151,962	47.19%
Interest Expense	(\$56,078)	(\$52,000)	(\$451,624)	(\$416,000)	(\$35,624)	8.56%
Depreciation	(\$394,883)	(\$325,000)	(\$3,159,062)	(\$2,600,000)	(\$559,062)	21.50%
Amortization	(\$1,013)	(\$1,013)	(\$8,106)	(\$8,104)	(\$2)	0.03%
Sales Tax Collection Fee	(\$20,400)	(\$20,520)	(\$155,460)	(\$156,230)	\$770	(0.49%)
Total Non Operating Income (Expense)	\$1,627,006	\$1,755,134	\$12,491,440	\$13,297,999	(\$806,560)	(6.07%)
NET INCOME (LOSS)	\$196,732	\$70,389	\$854,050	(\$1,028,535)	\$1,882,585	(183.04%)

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

	Bus Fund	Ferry Fund	Consolidated
		ASSETS	
Cash and Cash Equivalents	5,226,359	560,318	5,786,677
Investment - General Fund	81,562,446	14,635,347	96,197,793
Investment - Stimulus Reserve	23,837,990	-	23,837,990
Investment - Debt Service Reserve	-	3,335,974	3,335,974
Investment - Contingency Reserve	4,000,000	-	4,000,000
Investment - Fuel Reserve	2,583,487	1,025,329	3,608,816
Tax Receivable	10,788,648	4,036,729	14,825,377
Capital Grants Receivable	602,551	451,251	1,053,802
Operating Grants Receivable	26,888	7,899	34,787
Accounts Receivable	602,115	311,730	913,845
Due from Transit	-	656,410	656,410
Inventory	1,792,485	7,177,947	8,970,432
Prepaid Expenses	1,706,824	628,685	2,335,509
TOTAL CURRENT ASSETS	\$ 132,729,793	\$ 32,827,619	\$ 165,557,412
Fixtures & Equipment, Net of Depreciation	5,805,158	46,896	5,852,055
Facilities, Net of Depreciation	49,548,784	9,457,748	59,006,532
Rolling Stock, Net Depreciation	44,327,532	46,847	44,374,379
Passenger Ferries, Net Depreciation	-	62,644,699	62,644,699
Capital Work in Progress	25,650,780	8,261,388	33,912,168
Leasehold Improvement, Net Amortization	2,933,300	-	2,933,300
Leased Facilities, Net Amortization	172,356	2,840,761	3,013,116
Land	24,643,189	-	24,643,189
Intangible Assets, Net Amortization	212,296	-	212,296
TOTAL CAPITAL ASSETS	\$ 153,293,394	\$ 83,298,339	\$ 236,591,733
TOTAL ASSETS	\$ 286,023,187	\$ 116,125,958	\$ 402,149,145
		LIABILITIES AND NET POSITION	
		LIABILITIES	
Accounts Payable	1,489,849	728,676	2,218,525
Due to Ferry	656,410	-	656,410
Payables to Other Transits	168,590	-	168,590
Deferred Revenues	76,264	20,551	96,815
Accrued Wages Payable	3,300,426	786,836	4,087,262
Employee Benefit Payable	599,085	309,552	908,637
Interest Payable	-	608,499	608,499
Short-Term Debt	-	3,080,000	3,080,000
Long-Term Debt	-	20,075,000	20,075,000
TOTAL LIABILITIES	\$ 6,290,624	\$ 25,609,114	\$ 31,899,738
		NET POSITION	
Invested in Capital Assets, Net of Related Debt	153,293,394	60,143,338	213,436,733
Restricted	30,421,477	3,335,974	33,757,451
Unrestricted	96,017,692	27,037,531	123,055,223
TOTAL NET POSITION	279,732,563	90,516,844	370,249,407
TOTAL LIABILITIES AND NET POSITION	\$ 286,023,187	\$ 116,125,958	\$ 402,149,145

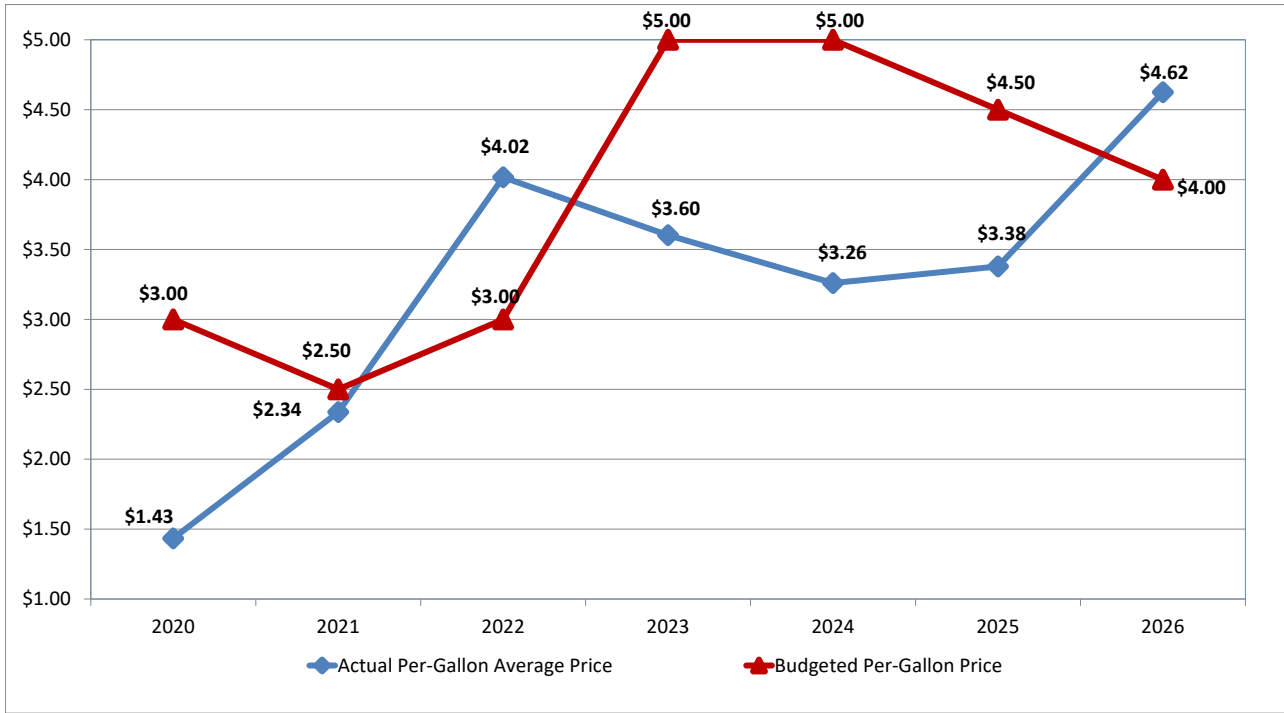
Capital Work In Progress - August 2026

	Capital Budget And Expenditures							Capital Funding		
			YTD		Budget	Budget	Cumulative	Local Funds	Grant Funds	Total Funds
	2026 Budget	Current Month	Expenditures	Encumbrance	Remaining (\$)	Remaining (%)	Expenditures	Budget	Budget	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	300,135	1,000,959	1,973,310	4,559,746	61%	1,000,959	-	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	-	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	7,881	88,034	3,089,364	3,476,265	52%	4,661,668	6,653,663	-	6,653,663
Operations Bases										
Harborside										
Third Floor Design and Remodel (Parametrix Space)	500,000	7,938	75,327	-	424,673	85%	75,327	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	1,274	87,088	787,586	624,531	42%	1,744,857	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	4,305	11,566	79,155	(10,321)	-13%	302,940	15,586	64,814	80,400
Transfer Centers / Park & Ride										
HWY 16 P & R PE/Design/ROW (Ruby Creek)	1,226,724	-	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	4,735	24,290	-	19,046,522	100%	769,857	8,648,936	10,421,876	19,070,812
Sewer Lift Station Ruby Creek	3,121,678	3,702	40,754	707,590	2,373,335	76%	559,705	3,121,678	-	3,121,678
Silverdale Transfer Center	493,145	1,484	56,788	367,577	68,780	14%	527,117	493,145	-	493,145
Gateway Bus Storage Facility & Park and Ride PE/Design	782,108	-	13,599	156,719	611,790	78%	440,893	112,370	669,738	782,108
SR 104 Park & Ride ROW Only	600,000	9,000	22,591	-	577,409	96%	536,188	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	61,790	61,814	-	6,038,100	99%	202,575	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	2,262	160,340	288,792	13,550,868	97%	9,403,750	2,800,000	11,200,000	14,000,000
Operator Training Facility	786,331	83,548	159,600	317,480	309,250	39%	599,719	786,331	-	786,331
Day Road Park & Ride (Design & Construction)	14,229,712	-	707,232	1,907,756	11,614,724	82%	1,294,655	6,220,332	8,009,380	14,229,712
Equipment and Systems										
Computer Infrastructure Improvements (Fiber SB & CB) (encumbered)	67,000	10,149	210,046	-	(143,046)	-214%	210,046	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 - August 2026

	Capital Budget And Expenditures							Capital Funding		
	YTD				Budget	Budget	Cumulative	Local Funds	Grant Funds	Total Funds
	2026 Budget	Current Month	Expenditures	Encumbrance	Remaining (\$)	Remaining (%)	Expenditures	Budget	Budget	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	-	254	34,618	-	(34,618)		281,898	-	-	-
Payroll System	-	(6,217)	20,904	-	(20,904)		226,215	-	-	-
Bus Simulator	-	-	84,000	-	(84,000)		401,353	-	-	-
Transit Fund Total	134,262,736	492,239	3,305,508	18,473,325	112,483,902	84%	25,650,780	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	-	75,641	4,990,706	929,569	16%	2,928,204	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	12,199	650,625	-	4,509,775	87%	650,625	-	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	132,420	132,420	-	(12,420)	-10%	132,420	120,000	-	120,000
Ferry Fund Total	56,063,540	144,619	1,053,392	9,808,246	45,201,902	81%	8,261,388	12,935,396	43,128,144	56,063,540
Grand Total	190,326,276	636,857	4,358,900	28,281,572	157,685,804	83%	33,912,168	64,007,705	126,318,571	190,326,276

Kitsap Transit Diesel Costs Updated through September 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	\$4.91
September	\$1.27	\$2.41	\$3.89	\$4.35	\$3.06	\$3.71	\$5.92
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	\$ 4.62
Budgeted Per-Gallon Price	\$ 3.00	\$ 2.50	\$ 3.00	\$ 5.00	\$ 5.00	\$ 4.50	\$ 4.00

In September, KT paid \$5.92 a gallon for fuel compared to \$4.91 in August. The year-to-date per-gallon average price as of September was \$4.62 compared to \$4.00 a gallon for fuel budgeted for 2026.

PUBLIC COMMENTS

Received by the Clerk of the Board

**Presented at the Kitsap Transit Board of
Commissioners Meeting October 20, 2025**

#16227 Please forward attached letter of support to expand KT Board for 2 transportation reliant rider slots

Submitted	Received via	Requester			
October 7, 2026 at 2:01 PM	Web form	Sasmith <sasmith@kitsap.gov>			
Status category	Ticket status	Type	Priority	Group	Assignee
New	New	-	Normal	Routed CSO Agents	-

Service	Name	Comment Via
General/Not Applicable	Stacey Smith, Kitsap County Aging Administrator	Form

Purpose of Contact	Requests Contact	Email Address
I have a question	Email	sasmith@kitsap.gov

Sasmith October 7, 2026 at 1:59 PM

Please forward attached letter of support from Kitsap County Aging & Long-Term Care Advisory Council to expand KT Board for 2 transportation reliant rider slots

@ <https://support.kitsaptransit.com/attachments/token/sHTDW5o0xjWntiQP0DRWE5xUv/?name=2026+KALTC+Advisory+Council+KT+Board+expansion+LOS%2C+signed+.pdf>

Support software by Zendesk

KitsapCounty

Kitsap County Area Agency on Aging Advisory Council

October 7, 2026

Greetings Kitsap Transit Board members,

On September 16th the Kitsap County Divisions of Aging & Long-Term Care Advisory Council voted to support expanding the Kitsap Transit Board to include two new voting seats designated for transit reliant riders.

The Aging Advisory Board discussed and met with two community members to better understand the expansion request over two meetings. At the end of the deliberations, they expressed support in adding two additional seats to the existing Kitsap Transit Board to ensure representation of riders of public transportation. They would bring lived experience of current challenges, amplify marginalized voices and suggest potential improvements to our transit systems. They bring a “full picture” perspective when public transportation is the primary source of transportation across and through Kitsap County.

We recognize Kitsap Transit provides exemplary gold star passenger ferry system services, as well as a “yes” culture of meeting local needs. We believe adding the missing representation of day to day riders on the Board will only improve the local services by highlighting a customer perspective.

Sincerely,



Steve McMurdo, Chair

On behalf of the Kitsap County Aging & Long-Term Care Advisory Council

