

BOARD OF COMMISSIONERS MEETING AGENDA

Date: December 6, 2022 **Time:** 8:30AM – 10:00AM

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1. CALL TO ORDER

2. AGENDA REVIEW

3. CHAIRPERSON'S COMMENTS

4. 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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Transit Board Meeting Agenda December 6, 2022

9. PUBLIC COMMENTS

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

10. FOR THE GOOD OF THE ORDER: Transit Board members' comments

11. ADJOURN

Agendas and Board Packets are available online at <u>www.kitsaptransit.com</u> 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 <u>stephanieml@kitsaptransit.com</u> by noon on the Wednesday before the meeting.



MEMORANDUM

TO:The Kitsap Transit Board of CommissionersDATE:December 6th, 2022SUBJECT:Ratification of Cash and Registered Warrants

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

Paul Shinners, Finance Director

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

As of this date December 6th, 2022, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for the period October 1, 2022, through October 31, 2022:

- Warrant numbers transit fund 162404 to 162752 of \$4,989,203
- Warrant numbers ferry fund 605595 to 605701 of \$1,969,828
- Payroll transfers of \$2,627,059
- ACH clearing account payments of \$576,398
- Travel Account Disbursements of \$9,375

	Prior Period Correction		
Month	Previously Approved	Actual Payments	Variance
January	1,997,649	2,661,388	(663,739)
February	1,995,200	2,138,001	(142,801)
March	1,988,440	2,420,225	(431,785)
April	1,988,440	2,350,504	(362,064)

* Due to a process change in funding the payroll account the PERS payments were inadvertently excluded for the first 4 months of the year.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 6th day of December.

Edward Wolfe, Chair

ATTEST:

Stephanie Milne-Lane Clerk of Board

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

MINUTES OF NOVEMBER 1, 2022

Board of Commissioners Present:

Deets, Joe, Mayor, City of Bainbridge Island Driskell, Robert, Teamsters Local No. 589, *non-voting member* Erickson, Becky, Mayor, City of Poulsbo, **Vice Chair** Garrido, Charlotte, Kitsap County Commissioner Gelder, Robert, Kitsap County Commissioner Mockler, Anna, Council Member, City of Bremerton Putaansuu, Robert, Mayor, City of Port Orchard Schneider, Leslie, Mayor, City of Bainbridge Island Wheeler, Greg, Mayor, City of Bremerton Wolfe, Edward, Kitsap County Commissioner, **Chair**

Staff Present:

Sanjay Bhatt, Marketing & Public Information Director; Sierra Cagle, ACCESS Supervisor; Andrea Carey, Marine Services Operations and Maintenance Manager; John Clauson, Executive Director; Juanita Cissney, Operations Administrative Assistant; Edward Coviello, Transportation & Land Use Planner; Jeff Davidson, Grants & Compliance Coordinator; Cyndi Griffey, Worker/Driver Supervisor; Dennis Griffey, Vehicle and Facilities Maintenance Director; Kathryn Jordan, Manager Routed Operations Manager; Steffani Lillie, Service and Capital Development Director; Stephanie Milne-Lane, Clerk of the Board; Mary Pauly, Human Resources Director; Michael Ricketts, Purchasing Specialist; Kimberly Ruiz, ACCESS Operations Coordinator; Paul Shinners, Finance Director; Dan Sirotzki, ESMS Coordinator; Jeff Vinecourt, ACCESS Operations Manager.

Also Present: David Weibel, Legal Counsel

1. CALL TO ORDER: Chairperson Wolfe called the meeting of the Kitsap Transit Board of Commissioners to order at 8:30AM.

2. AGENDA REVIEW

None.

3. CHAIRPERSON'S COMMENTS

Chairperson Wolfe commented on the weather, noting the snow in the mountain passes.

4. CONSENT/ACTION ITEMS

- a. Warrants for September 2022
- b. Minutes of October 4, 2022 Board Meeting
- c. Resolution No. 22-72, Revoking Emergency Powers

1

- d. Resolution No. 22-73, Contract Amendment Blue Coast Engineering
- e. Resolution No. 22-74, Authorizing VanPool Vehicle Purchase
- f. Resolution No. 22-75, Adopting the 2023 Legislative Agenda

Mayor Putaansuu moved and Mayor Deets seconded the motion to approve the Consent Agenda.

Discussion: Commissioner Mockler acknowledged that as part of the Consent Agenda, Kitsap Transit was revoking emergency powers.

Motion passed unanimously.

5. FULL DISCUSSION /ACTION ITEMS:

a. Resolution 22-76: Approving the 2023 Operating & Capital Budgets

Executive Director John Clauson explained that this Resolution was to approve Kitsap Transit's 2023 Operating and Capital Budgets. Clauson introduced Finance Director Paul Shinners who provided a presentation outlining the key components of the proposed 2023 budget.

<u>Transit Fund Operating Revenue/Expense:</u> Shinners started his presentation by explaining that Kitsap Transit's budget is comprised of two funds, transit and ferry. He noted that the transit fund operating revenue, which is comprised of fares as well as parking and lease income, amounted to \$2.988 million. The operating expense on the transit fund amounted to \$55.291 million, which was an increase of approximately \$5.8 million or 11.7% compared to the 2022 budget. Shinners noted that this increase was due to fuel, wages, and benefits, which accounted for \$5.5 million of the \$5.8 million operating expenses increase.

<u>Transit Fund Non-Operating Revenue/Expense</u>: Shinners explained that on the transit fund side, Kitsap Transit receives 8/10 of a percent in sales tax from every sale in Kitsap County. Sales tax revenue accounts for approximately 90% of Kitsap Transit's revenue base. Shinners highlighted that the 2023 growth assumption, which was taken from actual financial figures from prior years, was 3.5%. The five-year outlook growth rate was also approximately 3.5%. Referencing inflation, Shinners maintained that Kitsap Transit was not anticipating growth in the sales tax revenue assumption.

<u>Transit Fund Beginning Unrestricted Reserve:</u> Shinners noted that the estimated beginning unrestricted reserve amounted to \$56.2 million. The cash flow on the transit fund is positive, so Kitsap Transit planned on adding to its unrestricted reserves.

<u>Transit Fund Capital Program</u>: The net local contribution to the Capital program for the proposed 2023 budget amounted to \$42.2 million, which Shinners noted is higher when compared to prior years due to COVID stimulus funding and prior year's sales tax revenue. Shinners explained that it is anticipated the Federal Transit Authority (FTA) will designate Kitsap Transit as a large urban

transit in the future, which has resulted in elevated Capital program funding in the five-year outlook.

<u>Transit Fund Bremerton UZA Stimulus Funding:</u> Shinners explained that Kitsap Transit would draw upon UZA stimulus funding to offset the higher Capital program costs in 2023 on the transit fund. He also noted that there would be a \$290,000 draw on Kitsap Transit's fuel reserve in 2023.

<u>Transit Fund Estimated Ending Unrestricted Reserve</u>: In the proposed 2023 Budget, the estimated ending unrestricted reserve totaled \$42.3 million.

<u>Transit Fund Estimated Minimum Reserve:</u> The proposed 2023 budget included \$15.2 million for the estimated minimum reserve, which was recently increased to cover three months of average operation and 25% depreciation. Shinners noted Kitsap Transit's transit fund was in a good financial position but acknowledged that, based upon current assumptions, the five-year outlook shows the minimum reserve balance being drawn down as expenses exceeded revenue.

<u>Transit Fund Capital Budget</u>: Shinners noted that the transit fund capital budget included vehicle purchases, electric charging infrastructure, upgrades to operations bases, and additional transit centers and park & rides.

<u>Ferry Fund Operating Revenue/Expenses:</u> Shinners explained that the ferry fund operating expenses for the proposed 2023 budget was approximately \$21.5 million, which is roughly a \$5.1 million or a 31% increase over the 2022 budget. Shinners noted that, like the transit fund, the increase was due to fuel, wages, and benefits, which accounted for \$4.1 million of the ferry fund operating expenses increase.

<u>Ferry Fund Non-Operating Revenue/Expenses</u>: Shinners noted that Kitsap Transit collected 3/10 of a percent in sales tax on every sale in Kitsap County for the ferry fund. Mirroring the transit fund, the growth assumption from prior year's actual was 3.5%. The five-year outlook growth rate was also approximately 3.5%.

<u>Ferry Fund Estimated Beginning Reserve</u>: Shinners acknowledged that ferry fund's beginning reserve was not in the same financial position as the transit fund. He noted that the estimated beginning reserve was approximately \$13 million. Payments on a 2017 \$45 million bond amounted to \$3.9 million each year, which was removed from the beginning reserve balance. Shinners emphasized that, like the transit fund, the ferry fund capital expenditures was also significant at \$10.2 million. To offset expenses, Shinners explained that the proposed 2023 budget included a \$1 million draw on a Capital reserve. The proposed 2023 budget also included draws on Seattle and Bremerton UZA stimulus funding.

<u>Ferry Fund Estimated Minimum Reserve</u>: Shinners noted that in the five-year outlook, Kitsap Transit was very close to the minimum reserve. The 2023 proposed budget demonstrated that the ferry fund is in a declining financial position.

<u>Ferry Fund Capital Budget</u>: Shinners explained that the ferry fund Capital budget included purchases for spare parts, such as foils and jets, as well as an all-electric ferry.

Commissioner Wolfe noted that sales tax is the most significant revenue source for Kitsap Transit and asked Shinners if he could provide projections for sales tax for future years. Acknowledging the possibility of a recession, Shinners explained that he was reluctant to provide a projection. He noted that he used the 15-year mean and median because recession figures were captured. In using these figures, he conservatively estimated a 3.5% assumption for the proposed 2023 budget.

Commissioner Schneider inquired if fast ferries had equal or higher ridership than transit. She also asked how many electric busses Kitsap Transit had in operation and how many were on back-order due to supply chain issues.

Executive Director Clauson explained that ferry ridership was second to the fixed route portion of transit and acknowledged that ferry ridership was a significant portion of Kitsap Transit's overall ridership. Clauson also noted that Kitsap Transit currently had two battery electric vehicles, with additional vehicles on order. Clauson indicated that by early 2024, Kitsap Transit would have a total of 30 battery electric vehicles. Clauson further explained that six battery electric vehicles had been on order, but deliveries had been delayed due to supply chain issues.

Mayor Erickson sought confirmation that the 2023 proposed budget included starting Sunday Service as workforce capacity allowed. Executive Director Clauson confirmed that Sunday Service was included in the proposed 2023 budget.

Mayor Erickson also inquired about fuel cost assumptions and asked if elevated fuel prices were part of Shinners' projections. Shinners confirmed that fuel costs in the proposed 2023 budget carried into the outlook years. Projections would alter if the cost of fuel decreased.

Executive Director Clauson explained that, as part of the budget resolution, he proposed an organizational shift. Customer service personnel would move from the Capital and Service Development Department to the Marketing Department.

Mayor Deets moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 22-76, approving the 2023 Operating and Capital Budgets for the Transit Fund and the Ferry Fund, the structure and staffing chart, and the non-represented salary schedule for Kitsap Transit as presented in Exhibits A through D.

Discussion:

Mayor Putaansuu commented that Kitsap Transit's fiscal position was much better than it was 10 years ago. He noted that the ferry fund was concerning and underscored the need to make sure that ferry service was sustainable. Noting fuel costs, Mayor Putaansuu articulated a need for the Board to discuss raising ferry fares.

Mayor Erickson echoed Mayor Putaansuu's comment regarding evaluating ferry fares.

Motion passed unanimously.

b. Resolution No. 22-77, Board Composition Review

Executive Director Clauson explained that a Board Composition Review was a state requirement of Public Transit Benefit Areas that occurs every four years. As part of the process, each jurisdiction that Kitsap Transit provides service to designates a representative to serve on the Board Composition Review Committee. The Committee has the authority to make changes to the structure of the Board. Clauson explained that the Board Composition Review Committee met and unanimously approved to retain Kitsap Transit's current Board structure.

Mayor Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-77, adopting the Board Composition Review Committee's decision to retain the existing composition of Kitsap Transit's Board of Commissioners.

Discussion: None.

Motion passed unanimously.

c. Presentation: R99 Fuel

ESMS Coordinator Dan Sirotzki provided a presentation on the benefits of R99 Fuel. His presentation explained that R99, or Renewable Diesel, is an advanced biofuel derived from biomass feedstocks, including oils or animal fats. After hydrogen molecules are forced into the biomass feedstock it becomes chemically similar to petroleum. He noted that R99 is a "drop and go" fuel, meaning that Kitsap Transit would not have to change equipment to use this fuel. Sirotzki emphasized that R99 has a higher cetane level, which equates to 90-93% less particulate matter emission. R99 also does not pick up particles from the tank to pull through a vehicle's engine, which allows filters to last 10 times longer. This results in much less maintenance on vehicles. R99 is also boasts a higher lubricity, resulting in longer vehicle engine life. Sirotzki noted the cost of R99 was higher than regular diesel at \$6.90.

Mayor Deets inquired about the net cost of using R99 given maintenance savings. Sirotzki indicated it was difficult to predict when savings would begin to offset costs.

Sirotzki explained that a new Portland based R99 plant would begin production in January 2023. He also noted that another R99 plant was in California. Sirotzki explained that Kitsap Transit's supplier has assured the agency that we would have full availability of our 2023 request.

Commissioner Schneider inquired about the difference between biodiesel and renewable diesel.

Sirotzki explained that biodiesel is roughly 20-30% of biomass and 70-80% petroleum-based diesel. R99, or renewable diesel, differs because it starts with biomass and then has forced hydrogen molecules into the biomass, making it 99.82% carbon free.

Commissioner Mockler asked if there were crops in the Pacific Northwest that could be used for renewable diesel.

Sirotzki noted that corn originating from Washington state would be contributing to renewable diesel. Sirotzki explained that, to his knowledge, there were no current plans to establish a renewable diesel plant in Washington state.

Executive Director Clauson noted that potential supply chain issues and the price of renewable diesel was a concern. Clauson explained that Kitsap Transit would be ordering renewable diesel and using it out of the North Base facility. He noted that Thurston County's Intercity Transit has used R99 in a blended fashion for roughly a year and is transitioning to exclusively use R99. Clauson also emphasized that the vehicles used to deliver R99 were fueled by renewable diesel.

d. Resolution No. 22-78, Authorizing M/V Finest Dry-Docking and Repairs Contract

Executive Director Clauson explained that this Resolution allowed Kitsap Transit to move forward with the drydocking and repairs for the M/V Finest. Clauson emphasized that the U.S. Coast Guard would be examining the M/V Finest and that it was unclear what required repairs they might identify.

Mayor Wheeler moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 22-78, authorizing staff to contract with Pacific Fishermen Shipyard and Electric, LLC for the M/V Finest Dry-Docking and Repairs in the amount of three hundred twenty-eight thousand seven hundred dollars (\$328,700.00).

Discussion:

Mayor Putaansuu noted that this contract underscored the need for Kitsap Transit to obtain its own maintenance facility.

Commissioner Mockler asked how often the U.S. Coast Guard found more than what was expected with routine inspections.

Executive Director Clauson noted that it was common for the U.S. Coast Guard to identify some level of additional repairs during inspections.

Motion passed unanimously.

e. Resolution No. 22-79, Purchase Additional Inductive Charging Systems for Silverdale Transit Center Executive Director Clauson explained that this Resolution gave staff approval to move forward with purchasing two additional charging systems for the Silverdale Transit Center. The original design called for two charges; however, in reviewing the design, it made sense to add two additional chargers at the present phase of the project instead of completing construction and then attempting to fit additional charges into the design retroactively.

Commissioner Gelder moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-79, authorizing staff to purchase two (2) inductive charging systems for the Silverdale Transit Center in the amount of six hundred twenty-two thousand dollars (\$622,000).

Discussion: Mayor Putaansuu asked if the busses Kitsap Transit currently has on order would be charged using these additional chargers.

Executive Director Clauson confirmed that the busses on back order would have the plates needed to be charged using these chargers.

Commissioner Gelder inquired if Gillig was manufacturing the chargers or if they were partnering with another company.

Executive Director Clauson confirmed that Gillig was partnering with another company.

Mayor Erickson listed all the alternative energy sources Kitsap Transit was involved in, including hydrogen fuel cell research, electric chargers, and R99 diesel. She noted it seemed like Kitsap Transit was spending a lot of money to cover its bases. She recommended having a deeper conversation about this topic with experts who can provide insight into which alternative energy source might prevail. She noted that she was not interested in expending money on an energy source that might become obsolete.

Mayor Wheeler referenced the voluminous discussions regarding energy needs and Governor Inslee's order to reduce dependency on coal. He noted that transitioning away from coal results on an increased demand on the electrical grid. Mayor Wheeler proposed that, in the future, an energy summit take place to further discuss future needs.

Commissioner Schneider commented that she appreciated that Kitsap Transit was diversified, as there were pros and cons associated with each type of energy.

Mayor Putaansuu agreed with Commissioner Schneider's comments regarding diversification, noting that the science is evolving. He maintained that we want to do things that are both sustainable and environmentally friendly, but supply chains can affect specific sectors. He noted that he was looking forward to continuing this conversation.

Mayor Deets noted that the COVID pandemic forced agencies to focus on resilience instead of efficiency.

Commissioner Mocker maintained that one of the benefits of electric vehicles is that electricity was readily available when solar panels are placed on transit buildings.

Motion passed unanimously.

f. Resolution No. 22-80, Purchase ChargePoint DC Fast Chargers for Charleston Base Electric Charging Infrastructure

Executive Director Clauson explained that this Resolution authorized Kitsap Transit staff to purchase ChargePoint electric chargers for the Charleston Base.

Commissioner Gelder moved and Mayor Wheeler seconded the motion to adopt Resolution No. 22-80, authorizing staff to purchase eleven (11) ChargePoint DC Fast Chargers for the Charleston Base Electric Charging Infrastructure Project in the amount of six hundred twenty-one thousand seven hundred seventy-seven dollars and sixty cents (\$621,777.60).

Discussion:

Commissioner Gelder inquired about the warranty and maintenance terms associated with the ChargePoint chargers.

Service and Capital Development Director Steffani Lillie explained that the purchase came with a one-year overall system warranty; with the electronic components, there is a threeyear warranty. Lillie also confirmed that ChargePoint would come out to provide service if it fell within the warranty period.

Motion passed unanimously.

6. EXECUTIVE DIRECTOR ITEMS

Executive Director Clauson provided an update on the following topics:

- Development of a park and ride facility in South Kitsap. He explained that development is moving forward after a successful condemnation mediation where Kitsap Transit acquired two large parcels needed for the facility.
- Final 2022 Quarterly Community Meetings to be held on Saturday, November 5, 2022 via Zoom.
- On November 7, 2022 and November 8, 2022, Kitsap Transit Operators would test a new electric bus make and model. He invited Board members to view the bus if they would like.
- The November 15, 2022 Board Meeting would be held.

7. PROGRESS REPORTS

- a. Draft Financial Reports through October 2022
- b. Capital Work in Progress

c. Fuel Costs Report through the end of October 2022

8. STAFF INFORMATION / EMPLOYEE RECOGNITION

a. Recognizing Drivers of the Month (8:45am)

Jeff Vinecourt introduced ACCESS October 2022 Driver of the Month Tammy Lambert. In her 24 years with Kitsap Transit, Lambert has been awarded Driver of the Month 12 times and honored as Driver of the Year twice. When Lambert isn't driving, she enjoys live music, playing word games, and watching Hallmark movies. Lambert's words of wisdom for fellow drivers are "our passengers are our neighbors, someone's mom, dad, brother, sister. We are a community – Please handle with care."

Cyndi Griffey introduced John Rotter, who was awarded Worker/Driver of the Month for October 2022. Mr. Rotter started with Kitsap Transit in 2006. He was deployed to Japan for five years but returned to the Worker/Driver program in 2019. He was previously awarded Worker/Driver of the Month in 2020.

Kathryn Jordan introduced Jeff Cushnyr who was named Routed Driver of the Month for October 2022. Cushnyr has been with Kitsap Transit since 2012 and has been awarded Driver of the Month four times. He has been on the honor roll 64 times and recognized by his co-workers with 39 Way-To-Go awards. In 2021, Cushnyr earned his 6 year safe driving award. He has also been an active participant in the local, state, and national bus roadeos.

9. PUBLIC COMMENTS

No verbal public comments were shared during the November 1, 2022 meeting.

Written public comments were provided to the Board via email prior to the November 1, 2022 meeting and are appended to the minutes.

10. GOOD OF THE ORDER

Mayor Deets noted that he would not be able to attend the meeting on November 15, 2022.

Mayor Wheeler provided an update on the request for Kitsap Transit to temporarily expand Bremerton-Seattle Fast Ferry route due to the Washington State Ferry limited-service capacity. He noted he sent another letter of support from the West Sound Cycling Club to Governor Inslee. Wheeler also noted that three local unions, including Teamsters Local 589, had submitted letters of support. Mayor Wheeler said that the Governor's Office was still considering the proposal but noted the impressive community support for the proposal.

11. ADJOURN: At 9:52AM, Chairperson Wolfe adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 6th day of December, 2022.

Edward Wolfe, Chairperson

Stephanie Milne-Lane Clerk of the Board



PUBLIC COMMENTS

From:	alice houge
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Harper Pier
Date:	Tuesday, October 25, 2022 8:31:35 PM

Stephanie, please add my voice at the next meeting strongly objecting to the possible use of Harper Pier for mooring Kitsap Transit boats.

Harper Pier is a recreational pier in a beautiful setting, luckily within a short kayak trip to Blake Island, a state park. Why would anyone want to industrialize and spoil this so-loved and used pier?

I very much enjoy and appreciate the fast ferries to Seattle but I want the boats to be at the Southworth Ferry Dock, not Harper Pier.

Thank you. Alice Houge

Sent from my iPhone

Cindy Crowley-Hardi
Stephanie Milne-Lane
[EXTERNAL] Message for Kitsap Transit Board of Commissioners
Wednesday, October 26, 2022 10:50:25 AM

I am a member of the local Crab Team. We set traps in the summer to monitor whether or not any European green crabs have settled in the area. We are very well aware of the ecological sensitivity of the Harper Slough area as well as the need for a recreational pier at Harper. We see people using the pier all year round. We ask that you do not put a moorage on for the fast ferry at Harper pier. Rather, we support the moorage at the ferry dock. Thanks

Sent from my iPad

From:	Dorothy Ackels
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date:	Tuesday, October 25, 2022 3:03:29 PM

The Harper Pier and its area is a protected estuary and a Community. Not a place for ferries to moor or be serviced. People fish, crabbing and squidding. A recreational area.

From:	George and Leslie Myette
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date:	Sunday, October 30, 2022 6:35:36 PM

Harper Pier is not an industrial site and not a smart choice for a ferry moorage/light maintenance facility. The Pier is a recreational pier in an ecologically sensitive area. Please find somewhere else for your fast ferries.

Dear Clerk of the Board, Stephanie Milne-Lane

Please submit this comment to the Kitsap Transit Board for the November 1 2022 board meeting.

Dear Kitsap Transit Board members.

I would like to draw your attention to the Kitsap Transit's 2022-2042 Long Range Transit Plan

Chapter 4, Page 42, Southworth Ferry Mooring: A moorage facility near Southworth for fast ferries.

In my opinion it should read: A moorage facility AT Southworth for fast ferries.



Ferry Facilities

- Kingston Ferry Breakwater: A breakwater for protecting fast ferries from harsh conditions on the Puget Sound.
- Seattle Fast Ferry Terminal: A new passenger terminal in Seattle to support higher levels of Kitsap Fast Ferry service.
- Southworth Ferry Mooring: A moorage facility near Southworth for fast ferries.

Respectively

Jim Heytvelt Harper Washington

James Heytvelt jmheytvelt@wavecable.com

Janis Ehlert
Stephanie Milne-Lane
[EXTERNAL] Harper Pier
Monday, October 24, 2022 11:37:32 AM

I strongly suggest you find an alternative mooring place for the fast ferry. Harper Pier is a place for neighborhood families to come to fish, scuba dive, explore the beach, squidding, canoeing, kayaking (that go over to enjoy Blake Island) and crabbing. Although boats may use the small dock in the summer it is for loading and unloading not mooring. Not only will the fast ferry restrict a lot of these activities but with the movement of such a large ship you will guarantee to bring damage to the newly renovated Estuary that is also for the neighborhood homeowners to enjoy as well as any other interested parties. You have a sunken ship that is used as a place for scuba divers to learn their skill and just enjoy exploring, the wakes and power of the fast ferry for sure will disrupt the Bay floor and destroy the animal habitat that resides around that sunken ship and create a danger to scuba divers. The last time a Ferry was used at Harper Pier the Pier was built to be driven on and I believe much bigger than the current pier. I am the granddaughter of one of the homes that look at the pier, I have a photo of that pier at the time with a truck that had driven off the side of the dock that was taken by my grandparents. My grandparents moved into that area in 1941 and raised their family there. Just because the community came together to restore this pier does not mean it should be a parking place for your large ships. I grew up visiting and enjoying that area my entire life and now my son owns my family property. Lets keep Harper Pier clear of large ships or even industrial anything to protect the surrounding animal habitat and family environment that has been enjoyed for several decades and almost a century.

You have the Annapolis pier that is currently used for foot ferries and has parking for the ship riders where Harper Pier DOES NOT have parking of any kind, and is located across the bay from where the fast ferry picks up its riders or even the Bremerton Marina is an even better option because of the location and parking.

You must know the surrounding homeowners DO NOT want this plan to proceed, lets listen to the homeowners and find a better solution to Your problem of Mooring. It is bad enough when we see the cargo ship in the outer bay it may as well be garbage on the roads. It ruins the views of the homeowners.

"Looking forward to serving those I have met and those I have still yet to meet!"



Jan Ehlert

Legacy Professional Inc. Real Estate 360-874-4204 Cell homesbyehlert@gmail.com

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Public Comment Made by Margaret Mahoney on October 31, 2022 at 11:20am over the phone:

"I am a resident of the Southworth area and do not want to see the fast ferry at the Harper Pier. I take my grandkids to Harper Pier, and I would like to keep the pier recreational. There are not enough recreational opportunities in the area. "

From:	Richard Jack
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date:	Tuesday, October 25, 2022 4:45:32 PM

Dear Ms.Milne-Lane,

I am writing to remind the transit commissioners that they committed to, at a minimum, studying the use of the existing ferry terminal lands and shoreline at Southworth for fast ferry moorage. The cursory, slipshod study of the Harper fishing pier as a moorage site failed to even recognize that the Harper pier is in a residential shoreline zone which is defined as "To accommodate residential development and appurtenant structures which are consistent with this Program [unless further development would be restricted by sensitive environments or safety]. An additional purpose is to provide appropriate public access and recreational uses"

The fishing pier is completely inappropriate for transit moorage. The Southworth terminal is already in high intensity use which is entirely consistent with usage as a moorage for the fast ferry "**To provide for high-intensity water-oriented commercial, transportation, and industrial uses** [in the UGA or LAMIRD] while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded."

The transit commissioners should drop the Harper fishing pier site from consideration now. The commissioners should then proceed with understanding the constraints and capacity for moorage at Southworth.

Respectfully, Richard Jack 4556 Terrace Way SE Port Orchard, WA 98366

From:	Teri Laffan
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date:	Tuesday, October 25, 2022 11:52:25 AM

Harper Pier should be kept as a community recreational area for South Kitsap as it was intended to be. No ferry moorage!! The ferries should be moored at the Southworth ferry dock!

Teri Laffan Southworth

Sent from Yahoo Mail on Android

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

MINUTES OF NOVEMBER 15, 2022

Board of Commissioners Present:

Deets, Joe, Mayor, City of Bainbridge Island *Absent* Driskell, Robert, Teamsters Local No. 589, *non-voting member* Erickson, Becky, Mayor, City of Poulsbo, **Vice Chair** Garrido, Charlotte, Kitsap County Commissioner Gelder, Robert, Kitsap County Commissioner *Absent* Mockler, Anna, Council Member, City of Bremerton *Absent* Putaansuu, Robert, Mayor, City of Port Orchard *Absent* Schneider, Leslie, Mayor, City of Bainbridge Island Wheeler, Greg, Mayor, City of Bremerton Wolfe, Edward, Kitsap County Commissioner, **Chair**

Staff Present:

Sanjay Bhatt, Marketing & Public Information Director; John Clauson, Executive Director; Edward Coviello, Transportation & Land Use Planner; Dennis Griffey, Vehicle and Facilities Maintenance Director; Michelle Jayroe; Customer Service Supervisor; Steffani Lillie, Service and Capital Development Director; Stephanie Milne-Lane, Clerk of the Board; Don Orton, IT Administrator; Mary Pauly, Human Resources Director; Paul Shinners, Finance Director; Jeff Vinecourt, ACCESS Operations Manager; Christian Vosler, Public Information Coordinator.

Also Present: David Weibel, Legal Counsel

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

2. AGENDA REVIEW

None.

3. CHAIRPERSON'S COMMENTS

Commissioner Wolfe noted that he and Commissioner Garrido did not get home until late the night before.

4. CONSENT/ACTION ITEMS

No consent/action items added to the agenda.

5. FULL DISCUSSION /ACTION ITEMS:

a. Presentation: Long Range Transit Plan

1

Executive Director John Clauson explained that the Long Range Transit Plan (LRTP) had been developed over the past year. Clauson welcomed questions and comments from Board Members on the LRTP and noted that a resolution formally adopting the LRTP would be on the December 6, 2022 Board Meeting agenda. Clauson prefaced the LRTP presentation and discussion by noting that Kitsap Transit received just under 100 public comments on the LRTP. Most of the comments requested a revision that specified that the Southworth fast ferry would be moored "at Southworth" instead of "near Southworth." Clauson explained that he was reluctant to make this change, as the agency was still in an alternative analysis process and following federal guidelines. He noted that while Kitsap Transit was concentrating on Southworth, the agency required flexibility for other options in case mooring at Southworth was determined impractical.

Kitsap Transit's Transportation and Land Use Planner Edward Coviello introduced James Gamez and Joseph Poirier, consultants with Nelson Nygaard who assisted with developing the LRTP. Gamez and Poirier presented key components of the LRTP, noting that it served as a roadmap for service and capital development investments over the next 20 years. Gamez and Poirier described the community outreach they conducted, which included community surveys and meetings with stakeholders. The LRTP documented various service investments that varied from reinstituting Sunday service to new bus routes and a Bremerton-Tacoma express route. Gamez and Poirier noted that the service investments amounted to \$20 million a year (in 2020 financial figures) and outlined potential funding mechanisms, including increased transit sales tax, federal capital funding, fare increases, and partnerships.

Coviello underscored that the LRTP was a 20-year plan that took into consideration growth patterns, population numbers, and employment figures.

Commissioner Schneider voiced interest in the service investments, specifically the expanded ondemand ride service. Poirier noted that, of the respondents who ranked their priorities for potential service improvements over the next 20 years, 31% identified expanded on-demand ride service. Schneider noted that she was recently on a Puget Sound Regional Council (PSRC) meeting where Zip service was discussed. Schneider inquired if the Zip service was similar to the described on-demand ride service.

Gamez explained that, to his knowledge, Zip possessed similarities to Kitsap Transit's BI Ride and SK Ride in terms of zones and pricing.

Mayor Erickson commented that she was surprised when survey results showed the public approving increased taxes. Mayor Erickson recalled the close ballot measure to implement the fast ferry and requested to see the correlation between current riders and the approval of increased taxes. Mayor Erickson noted that, in the last election, South Kitsap did not support its Fire District and observed that a segment of Kitsap County is tax adverse.

Executive Director Clauson echoed Coviello's earlier comment about the LRTP being a 20-year plan. He noted that significant work with the community would take place before requesting a tax increase.

Poirier shared that 50% of current riders and 30% of non-riders supported a sales-tax increase to fund potential service investments.

Mayor Wheeler commented on the great work that went into the LRTP and voiced appreciation on how the LRTP included potential future funding sources. He noted that the new circulator routes intrigued him due to the projected population increase Bremerton was likely to see over the next 20 years.

Executive Director Clauson shared that the LRTP was available to the public and would go before the Board for adoption at the December 6, 2022 Board Meeting. Clauson emphasized that if Kitsap Transit pursued a sales tax increase, the agency would communicate to the community the specific service investments the funding would go toward.

- b. Presentation: Gateway TOD Study Update
- c. New Preferred Alternative for Operations Base

Executive Director Clauson introduced Service and Capital Development Director Steffani Lillie who provided an update on the Gateway Center Transit Oriented Development (TOD) Study and as well as an Alternative Operations Base siting study. Lillie explained that, with respect to developing Gateway Center, Kitsap Transit originally envisioned a development that included high density residential housing coupled with connections to job centers and the Callow Business District. Lillie noted that Kitsap Transit already owned a portion of the Gateway Center, which currently offers both leasable space and a park and ride. Lillie maintained that the Gateway Center development aligned with the City of Bremerton's vision for District Center Core, noting it was a transit-focused, mixed-use center that improved opportunities for Callow Business District services. Lillie shared that the results of the study demonstrated that the Gateway Center could include a 160-unit apartment building, multi-level residential parking, and open spaces. Kitsap Transit envisioned Gateway Center accommodating the agency's growth, specifically facilitating parking for 50 *ACCESS* busses. Development at the Gateway Center would also offer up to 90 Park and Ride stalls while also supporting City of Bremerton's housing goals and benefiting the Callow Business District.

Lillie explained that Kitsap Transit staff presented the Gateway Center TOD Plan to the City of Bremerton but noted that it was not well received. City of Bremerton took issue with the transit use portion of the plan. Lillie explained that the City of Bremerton's unreceptiveness resulted in Kitsap Transit examining alternative sites for an Operations Base using a 2020 study. Three of the five sites from the Alternative Operations Base Study were eliminated for various reasons, including the need to relocate existing commercial businesses or difficult/unsafe access. The two sites that remained viable for a new Operations Base were the Gateway Center and a site off National Avenue. To develop Gateway Center into a new operations base, it would require \$235.6 million, \$14.4 million of which would be used to acquire 43 parcels of land. Lillie explained that the challenge of this site was that it was a more condensed two-level site, and it is in a city core. The National Avenue site would cost less overall at \$159.9 million, \$16.5 million of which would

be used to acquire 74 parcels of land. Lillie noted that the National Avenue site allowed for a fully operational transit facility complete with room for growth.

Executive Director Clauson spoke to the fact that Charleston Base, which is the only heavy maintenance facility Kitsap Transit has, cannot facilitate the agency's growth. Clauson further noted that Charleston Base was located centrally in Kitsap Transit's service area, which was beneficial as it limited the amount of time it took busses to get to the starting point of a route. Clauson stressed that it was inefficient to store busses in South Kitsap and then have them run up to Poulsbo or Bainbridge Island to start a route. Bremerton's central location made it the ideal place for a new operations base. Clauson noted that Kitsap Transit would likely not surplus Charleston because of its location next to the Puget Sound Naval Shipyard, offering an excellent place to store the Worker/Driver bus fleet.

Mayor Erickson expressed sticker shock over the cost of both sites. Mayor Erickson inquired if the price associated with the two sites might prompt the agency to start over and look for locations outside of the Bremerton area. She noted that it was no longer common practice to place a large industrial complex in a dense urban city. Mayor Erickson voiced concern about how Kitsap Transit would raise enough capital to fund either site.

Executive Director Clauson thanked Mayor Erickson for her thoughts and reiterated that Kitsap Transit narrowed its search for sites to the Bremerton area to mitigate the operational costs associated with sending busses long distances to start or end a route. Clauson noted that it might be beneficial to look for a site in East Bremerton, since it was still centrally located. He also indicated that federal and state funding was more readily available for transit agencies than previously. Clauson noted that Kitsap Transit was requesting affirmation that this is what the agency should be focusing on.

Commissioner Schneider requested clarification on how the Gateway Center TOD study related to the Alternative Operations Base study. She inquired if the Gateway Center TOD satisfied Kitsap Transit's base needs.

Executive Director Clauson explained that the two-level development at the Gateway Center resulted in the increased price of the project. He noted that the original TOD study only accounted for bringing over the *ACCESS* operations from Charleston Base.

Lillie noted that the Gateway Center TOD project offered an opportunity to grow and provide services at a lower cost. She also explained that the Gateway Center TOD project offered three benefits: dedicated space for the *ACCESS* fleet, a park and ride, and housing for the community. She noted that, because the City of Bremerton was not receptive to the project, it has prompted Kitsap Transit to go a different direction.

Commissioner Schneider inquired if there were specific reasons why the Gateway Center TOD project was unacceptable for the City of Bremerton.

Executive Director Clauson noted that it was his understanding that the Gateway Center TOD project did not fit with what the City of Bremerton envisioned for the surrounding neighborhood. Clauson noted that Kitsap Transit can use the Gateway Center in its current form to alleviate current office space constraints but emphasized that it would not solve the agency's space issues at Charleston Base.

Mayor Erickson commented that she understood the City of Bremerton's reluctance to the Gateway Center TOD project. Mayor Erickson voiced her opinion that a location zoned industrial would be needed for a new operations base, even if it meant higher operation cost.

Executive Director Clauson acknowledged that the area surrounding the Gateway Center was unique in that it encompassed residential and the Puget Sound Naval Shipyard, a highly industrialized site. Clauson noted that Kitsap Transit was focused on finding a location that fit its current and future needs. Clauson also noted that it was easier to obtain Capital funding for a new operations base than to secure funding to offset higher operations costs.

Mayor Wheeler brought up the National Avenue site, which was an option for a new operations base, noting that it fell within Kitsap County's jurisdiction, but was an Urban Growth Area for the City of Bremerton. Mayor Wheeler noted that the area surrounding the National Avenue site was one of the last affordable housing areas in Kitsap County and shared that the City of Bremerton served many of the citizens residing in that area. Mayor Wheeler noted that if Kitsap Transit moved forward on the National Avenue site, the agency would need to have a plan to assist with the displacement of residents, some of whom are low-income.

Executive Director Clauson maintained that if federal funding is utilized, then relocation assistance is available.

Commissioner Garrido expressed support of Mayor Wheeler's comments. She shared that the area surrounding the National Avenue site has historically experienced difficulties. She noted the need to have open communication with the surrounding community.

6. EXECUTIVE DIRECTOR ITEMS

Executive Director Clauson provided an update on the following topics:

 Shared that Mayor Wheeler initiated a conversation regarding Kitsap County's current and future power needs with Puget Sound Naval Shipyard and Kitsap Transit. Mayor Wheeler provided insight into the meeting, noting that there are shared needs across public transportation, public utilities, housing development, and personal vehicles. He stated that movement to electrification could result in an energy shortage in Kitsap County. Mayor Wheeler noted that a gap and needs analysis would be important in order to solidify what the community's needs will be in the future. Executive Director Clauson noted that if the Board did not object, he would work with Mayor Wheeler and organize a meeting that would be the start of a gap analysis to accurately identify future needs. Clauson added that, he would reach out to Puget Sound Energy so that they could participate in a meeting, which would likely be held at the Bremerton Conference Center. He noted that local elected officials would be invited to the meeting. Clauson explained that the meeting would not take place until early 2023. The Board did not object.

- Introduced a new video that the Marketing Department had been working on. The audio associated with the video did not work. The video will be viewed at a different meeting.
- Provided an update on discussions with Washington State Ferries (WSF) and the Governor's Office regarding Kitsap Transit providing additional fast ferry service between Bremerton and Seattle to supplement WSF's reduced schedule.

7. PUBLIC COMMENT

No verbal public comments were shared during the November 15, 2022 meeting.

Written public comments were provided to the Board via email prior to the November 15, 2022 meeting and are appended to the minutes.

8. FOR THE GOOD OF THE ORDER

Mayor Wheeler thanked the Board for their support regarding Kitsap Transit providing additional fast ferry service between Bremerton and Seattle to supplement WSF's reduced schedule. He noted that, without the Board's and various union support, discussions would not have taken place.

Commissioner Wolfe shared that everyone would enjoy the sunshine.

9. ADJOURN

At 9:52AM Chairperson Wolfe adjourned the study session meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 6th day of December 2022.

Edward Wolfe, Chairperson

Stephanie Milne-Lane Clerk of the Board

PUBLIC COMMENTS

Dear Stephanie,

I have commented before, but in case you are receiving more input regarding the moorage of the Southworth foot ferries, please let the officials know I am voicing my concerns about any possibility of considering Harper Dock. The dock is an integral part of the community used for recreation and just simply enjoying the environment. Using the dock for ferry boat storage would severely impact the area's serene atmosphere and downgrade the enjoyment of the area. I am requesting Kitsap Transit to strike Harper Dock from it's list of consideration in this matter.

Thank you,

Elissa Whittleton

Dear Ms. Milne-Lane:

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Elissa Whittleton

Dear Ms. Milne-Lane:

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Cindy Keiser

Dear Ms. Milne-Lane:

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Alan Marshall

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Jonathan Tudan South Kitsap County Planning Commissioner

I am a resident of the Harper area and a member of the Friends of Harper Pier. Since May 2021, when Kitsap Transit's plan to lease or buy Harper Pier to moor and maintain its fast ferries there became known, the members of FOHP and other citizens have repeatedly expressed their opposition to the KT plan to the Board.

To its credit, the Board has recognized the overwhelming opposition of the Harper residents to that plan and KT staff has opened discussions with WSF to moor the ferries at the existing transit hub at Southworth, the only appropriate location for that facility.

I note that the KT long range plan to be adopted at the November 15 Board meeting includes the original 2021 capital budget line item (approx \$5 million) for the moorage and maintenance facility, now captioned "near Southworth"--not at Harper Pier as in the original budget.

KT appropriately changed that caption, but not enough. That line item should read "<u>at Southworth</u>," not "near Southworth." The phrase "near Southworth" allows KT to expend funds to study, plan for, and build its facility at Harper, Manchester, or anywhere "near" Southworth. That line item should read "at Southworth" because, if KT concludes that its facility cannot be built at Southworth, before any funds are spent for a Harper facility it must <u>immediately</u> advise the Harper community to explain why (was the Harper community made aware of KT's original plan to take Harper Pier before it came to our attention at the Port of Bremerton meeting in spring 2021?). [Of course, the Board can be assured that the Harper community will strongly oppose any taking of the Pier.]

Making that change will confirm to the community that KT is committed to expend those funds only to negotiate and fund an agreement with WSF to moor and maintain its ferries at Southworth. Any other use of those funds affecting the Harper Pier will require an amendment to the LRP and budget upon prior notice to the Harper community.

Please add this email to the public record for the November 15th Board of Directors meeting.

Kinne Hawes

Sent from Mail for Windows

From:	Zac Steimle
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Monday, November 14, 2022 12:00:36 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Zac Steimle

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Ms Amy Borst

From:	Sharon Mullins
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Monday, November 14, 2022 11:48:35 AM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincerely,Sharon Mullins

From:	Richard Klein
То:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Monday, November 14, 2022 11:01:27 AM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Richard G. Klein Meg Bidwell-Klein Port Orchard, WA

Peter Steimle
Stephanie Milne-Lane
fohpier@gmail.com
[EXTERNAL] Public Comment November 15 Board Meeting
Monday, November 14, 2022 10:07:53 AM

I've been a resident of Harper area for almost 40 years.
Harper Dock has always been a place of recreation for myself, my children and grandchildren.
It serves the greater South Kitsap area that has very limited access to Puget Sound.
There are only 3 public docks between Southworth and Port Orchard! Harper, Manchester and Waterman.
We need Harper Dock to remain totally accessible.
Water access and recreation are very important for the health of our community.
Putting a commercial operation such as ferries is a bad idea for Harper Dock and our community.
Sincerely,,
Peter Steimle
3598 Nokomis Rd Se
Port Orchard, WA

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Salvador and Allyse Pagan

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Judi Edwards

From:	<u>Laurie</u>
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Sunday, November 13, 2022 11:14:42 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Laurie Conklin

From:	<u>k</u>
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public comments upcoming board meeting 11/15/2022
Date:	Sunday, November 13, 2022 9:33:04 PM

For generations the Harper Pier has been the focal point of the Harper Community. We celebrated the grand reopening of the newly replaced Harper Fishing Pier in January of 2015 with great pride. The community came together and worked hard to get that pier replaced. We love our little diverse area and enjoy sharing it with the boaters, crabbers, squidders (there are as many as 30 of them out there most nights when the squid are in), swimmers (they are a little crazy), fishing enthusiasts and those of us that enjoy the rare public access to a public dock. This is a recreational area that would not at all be suited for the commercial moorings of Kitsap Transit fast ferries.

Kitsap Transit's long range budget plan for mooring the ferries near Southworth should be revised to read "at Southworth".

Kathie and Jim Gustin

Sent from my iPad

From:	Debbie Frost
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Sunday, November 13, 2022 9:30:21 PM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Residents and supporters of Harper Pier, as before, continue to resist the use of Harper Pier as a parking area for Kitsap Transit ferries. We hope that this wording ("near Southworth") is an oversite as Kitsap Transit continues to work with Washington State Ferries to secure moorage "at" the Southworth Ferry Terminal.

Sincerely, Debbie Frost

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Stacy Hammrich P.O. Box 4602 South Colby, wa 98384

From:	barbgene67@wavecable.com
То:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comments Upcoming Board Meeting 11/15/2022
Date:	Sunday, November 13, 2022 7:00:18 PM
Attachments:	Kitsap Transit re- Harper Pier.docx

Hi, Stephanie.

Sorry, but I cannot find the email with the information on sending a letter to Kitsap Transit. I've attached my letter of discontent over the possible docking of said ferries at the pier. Thank you for forwarding my letter. Barb Willock

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Dorothy Begley

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Brian Begley

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Andrea Fontenot Hegland

Hello,

I live in Southworth. I do not fish or squid or do anything like that. My family does kayak and enjoys the view along our lovely shoreline. I know the Harper Pier belongs to KT and I know you are thinking of using it to dock the fast ferry there. When we voted on whether to have the fast ferry or not (I voted yes) it was said that the ferry would be held at the Southworth dock. If it was told to the public that it MAY be at the Harper Pier I would have voted no. I love the fast ferry from Southworth to Seattle. I also love the pier.

I can only imagine having the ferry at the pier will harm the environment. There is an estuary right near by and this area is home to so many land and water animals. It will also be a nuisance and there is no parking in that area for the workers.

I would rather see the pier gone totally than have the fast ferry at that spot.

Please consider the public's concerns and the people who actually live in this area. Figure out how to moor the boat at the dock that is already set up for ferries.

Thank you for reading,

Brenda Walls

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

James Freeman 9002 se. Southworth drive Port orchard, wa 98366

From:	Lee
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Sunday, November 13, 2022 7:00:26 AM

I am writing about my concern that KitSap transit might propose docking ferries at the Harper dock. That is absolutely unacceptable. The Harper dock is meant for community recreational use only. Do not even consider docking those awful ferries at our public dock.

Please add this email to the public record for the November 15th Board of Directors meeting.

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If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Sheryl Fowler

Sara Thompson
Stephanie Milne-Lane
fohpier@gmail.com
[EXTERNAL] Public Comment November 15 Board Meeting
Saturday, November 12, 2022 11:43:11 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Sara Thompson Southworth resident for over 16 years

Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Peggy Masterson 206.972.1536 Cell Peggy.Masterson@live.com

Excuse the typos - sent from my iPhone

From:	<u>Wavecable</u>
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 8:07:28 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." It will never be moored near Southworth.

Sincerely, Marlene Heytvelt 3105 Harper Hill Rd SE Port Orchard, Wa. 98366

Sent from Marlene

From:	<u>Carri</u>
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 6:43:54 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

From:	Robbie
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 4:56:17 PM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincerely, R. Hrycej Southworth resident

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Stephen Boustead

From:	doug peterson
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 4:06:55 PM

I am a resident on the water near Harper Pier. I am absolutely opposed to fast ferries docking at Harper Pier. The reasons are many, and include noise, virtually no parking, potential damage to a relatively shallow seabed and sea life, including crabs and other shellfish, lights, and view obstruction. Douglas M. Peterson, M.D.

From:	<u>Tori Johnson</u>
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 2:55:31 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Sent from Yahoo Mail on Android

Johnson
nanie Milne-Lane
<u>er@gmail.com</u>
ERNAL] Public Comment November 15 Board Meeting
day, November 12, 2022 2:55:24 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Sent from Yahoo Mail on Android

From:	<u>Tori Johnson</u>
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 2:55:14 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Kitsap Transit needs to keep their ferries at established ferry terminal docks and no where else. Sincerely,

Victoria Johnson

Sent from Yahoo Mail on Android

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Janine Clark

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH", meaning the Southworth Ferry Dock.

Sincerely, Irene Larkin

From:	Grace STEIMLE
То:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 1:35:39 PM

The plan to dock the fast ferry at the Harper Pier definitely infringes on the recreational space of the people in this community. More than ever, people need refreshing open spaces, such as the Harper pier, to enjoy for the sake of mental health. The commercialization of recreational space is an issue for the entire community; it is our inalienable right.

Do not take this dock away. People need to enjoy it as it is. Kitsap transit must operate as an agent of the people. Our government has historically been by the people, for the people.

Thank you for your consideration.

Sincerely, Grace Steimle, Southworth resident

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Susan Kinyon, Kitsap County resident, taxpayer, voter

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Amy Dominetta

From:	Alicia Lee
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 11:23:10 AM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Alicia Lee

From:	<u>Helen</u>
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 10:42:41 AM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Helen Simmons

Sent from my iPad

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Mooring at Harper pier would change the pier to a dock which is not in its description and is also likely to trigger refunding some of the funds used to rebuild the pier as they came from a fund specifically designated for recreation. As we have said there is no good stated reason for destroying this valuable and beloved community resource.

Sincerely,

Naomi Bradfute

From:	Kris Lee
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 10:02:12 AM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincerely,

Kristine Lee

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." The residents of this area have worked too hard to create a community pier. Please don't take this resource away from us.

Sincerely,

Meg Bidwell-Klein Property owner SE Olympiad

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Sandy Karczewski

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

The reasons for clarifying this have been well-documented and also shared numerous times at previous public and KTT Board meetings. We hope to get the "AT SOUTHWORTH" commitment made at this upcoming meeting.

Sincerely,

Tom Piscitelli 10327 SE Olympiad Drive Port Orchard, WA 98366 tompiscitelli@gmail.com 425-985-4534

From:	Vicki Murtha
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 9:00:01 AM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincely,

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Margaret P. Mahoney

From:	larrym53@aol.com
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 8:43:16 AM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincely,

From:	Vicki Murtha
To:	Stephanie Milne-Lane
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Saturday, November 12, 2022 8:39:42 AM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincerely,

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Denise D Ryen

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Please refer to:

https://www.kitsapdailynews.com/news/kitsap-transit-weighing-off-hour-dockingoptions-for-southworth-fast-ferry/

From the Kitsap daily news article referenced above...."The state ferries department ultimately controls the fate of the plan to store the fast ferry at Southworth." Does this refer to WA STATE Ferries or Kitsap County transit?

Also from the WSF long range plan 2040 plan "....and the addition of a second slip at Southworth to support partnership with regional passenger-only service." page 52

It is time to drop any plans or inferences to use the Harper Pier as a docking facility for the fast ferry when a long term plan is already in place to use Southworth. The costs would be prohibitive-far, far more than the costs Kitsap incurs to dock the fast ferry in Bremerton until a dock in Southworth has been constructed.

Sincerely,

Ann Altman

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Michele wainwright

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Dale F Johnson dalefj523@gmail.com

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Roger Hardi

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Cynthia Crowley Hardi

Sent from my iPad

From: ricksutherland@earthlink.net	
To: <u>Stephanie Milne-Lane</u>	
Cc: <u>fohpier@gmail.com</u>	
Subject: [EXTERNAL] Public Comment November 15 Board Meeting - Ferry Mooring	g at Harper Pier
Date: Saturday, November 12, 2022 6:10:29 AM	

Dear Board of Directors

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

My main concern, as a waterfront owner near Harper Pier, is the erosion and noise mitigation plan which I cannot find in the existing plan.

Another concern is that any plans that are agreed to now, can be changed at the will of the next administrator. If changes need to be made, they should be renegotiated with the community affected by those changes.

Sincerely, Richard Sutherland

From:	Alistair and Marcia Birch
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 10:31:00 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

As residents in the area we absolutely opposed to any plan that includes fast ferries at Harper Pier.

Sincerely,

Marcia and Alistair Birch

Sent from the all new AOL app for Android

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Mrs. Patricia Armstrong 8415 S.E. Southworth Dr. PO Box 4359 South Colby, WA 98384

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

The Harper Dock area has no commercial parking space and the sharp corner would become a traffic nightmare, the property owners in the area value their pleasant living conditions.

Sincerely, Howard D. Carter

Sent from Mail for Windows

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Kristen Klein

Kristen Klein (she/her/hers)

* Past President/Member, <u>Assistance League of Seattle</u>
* Board Member, <u>South Kitsap Public Ed. Foundation</u>
* Builders Club Advisor/Member, <u>Kiwanis Club of Port Orchard</u>

kleinhaus5@yahoo.com 206-295-0988

We rise by lifting others. - Robert Ingersoll

Jeanne Munro
Stephanie Milne-Lane
fohpier@gmail.com
[EXTERNAL] Public Comment November 15 Board Meeting
Friday, November 11, 2022 7:57:33 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

From:	Rock Solid
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 7:28:03 PM

Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Respectfully Justin Winslow

From:	iх
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 7:24:03 PM

Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincerely, RICHARD BUCK

From:	Jade Scuba Adventures
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 7:00:22 PM

Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." We do not want to loose this excellent, close by dive site that is perfect for so many types of teaching.

Sincerely, Ashley Arnold Owner,Jade Scuba Adventures --Ashley Arnold Jade Scuba Adventures LLC (714) 794-2580 info@jadescubaadventures.com www.jadescubaadventures.com

From:	<u>Nita</u>
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 6:55:42 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Sent from the all new AOL app for Android

From:	<u>Hotmail</u>
То:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 6:34:29 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Alice Houge Conrad Houge

Sent from my iPad

From:	Dorothy Sucharski
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 6:33:38 PM

In addition to the form letter which follows, I want to mention that Harper Pier is one of the most popular places of its kind that I've seen in Kitsap County.

Tourists, fishers, crabbers, scuba divers, walkers, naturalists...you know all of this already. Do you know that the pier feels like a treasure to the people who encounter it? Walking out onto the pier makes it possible, for the many of us without boat access, to be "away" from land for a bit and to let that salty breeze fresh from the sea wash over us.

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Dorothy Sucharski of Harper Hill Road

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Sent from my T-Mobile 5G Device

From:	Pat Palmer
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 6:08:56 PM

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." This should leave no possibility of moorage at Harper Pier, an important and well used community recreation facility.

Patricia Palmer (360) 908-0307

Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long-Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry.

The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long-Range Plan should be revised to read "AT SOUTHWORTH."

As a member of this community, I do not wish to see any commercial vessels being moored at the Harper Pier.

Sincerely,

Julene Nikolac

From:	Sharon Smith
To:	Stephanie Milne-Lane
Cc:	fohpier@gmail.com
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting
Date:	Friday, November 11, 2022 5:50:57 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Justin Smith

Molly Rainey
Stephanie Milne-Lane
fohpier@gmail.com
[EXTERNAL] Public Comment November 15 Board Meeting
Friday, November 11, 2022 5:50:32 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Molly Rainey

haron Smith
tephanie Milne-Lane
<u>phpier@gmail.com</u>
EXTERNAL] Public Comment November 15 Board Meeting
riday, November 11, 2022 5:50:30 PM

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Sharon Smith

From:	Kelleen Thaxton		
To:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 5:45:09 PM		

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Kitsap County residents in the Southworth/Harper area consistently and repeatedly have voiced adamant objection to the proposed use of Harper community recreational pier as a moorage site, and this current wording leaves that far too probable an option. The long range plan should NOT consider Harper as potential moorage site.

Kelleen M. Thaxton

--

Kelleen M. Thaxton

From:	NanMarie Fuller		
То:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 5:45:07 PM		

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincerely,Nancy Hall

Nancy M. Hall 360-443-6337 land line 360-265-0388 cellphone 282 Farragut Avenue N Port Orchard WA 98366-5021

nanmariefuller@gmail.com

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH".

Thank you.

Sincerely,

Jeanne Burritt

Sent from my iPhone

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Sharon Berg sharon-berg@att.net 360-551-6667

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If that means the Harper Pier, please think again! It would be completely inapproprite to turn the pier into a business morage. We need this text to read " AT SOUTHWORTH."

Thank you.

From:	<u>Scott</u>		
То:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 5:28:53 PM		

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Scott L Mohr.

Sent from my iPhone

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Harper Pier should NOT be considered for moorage for the ferries.

Sincerely,

Pam Jensen

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Ernie Chamberlin

Sent from my iPad

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Lynn Chamberlin

Sent from my iPad

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Caitlin Lee Southworth resident

From:	<u>Michael</u>		
To:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 5:05:24 PM		

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Michael Boyer

Sent from Yahoo Mail on Android

From:	laurie kallsen-george		
To:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 5:04:59 PM		

Dear Ms. Milne-Lane: Please add my email /opinion to the record for the November 15th Board of Directors meeting. When I read Kitsap Transit's Long Range Plan it looks like you are still trying to take Harper Pier. How sneaky and anti- citizen ! Your budget item about maintenance moorage for the Southworth Fast Ferry implies industrial use in a residential neighborhood. How would you like it if someone started up a large noisy generator in your residential front yard at 3 am every day. What happens with the water you require? The title of your plan states it will be "near Southworth". Who is the jerk that wants to remove our local community pier? Be honest, the plan should be revised to read "AT SOUTHWORTH." I believe in democracy, I believe most people are good. Get an education and make the better decision. money should not be overtake quality of life. Laurie kallsen George

From:	Gregg Colbo		
To:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 5:01:43 PM		

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Gregg and Wendy Colbo Harper Hill Rd

Sent from my iPad

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

We MUST keep Harper Pier for public use. Do not destroy our neighborhood pier, which is a gathering place for friends and neighbors. Keep the fast ferry moored AT SOUTHWORTH!

Sincerely, Edy Sayles

Pleased forward to the Kitsap Transit board

Please, once again, I recommend that mooring of any fast ferry south of Rich Passage should be at the Southworth ferry terminal. Any other place near by is not acceptable. The long range transit plan should be changed to reflect the concerned citizens point.

Respectfully

Jim Heytvelt Harper Washington

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Mark Million

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

If this is to be done "AT HARPER PIER" I have recentl finished graduate work within Kitsap County that has identified Harper as the primary subsistence fishing pier in Kitsap County. To add the maintenance pier here will see a vast decrease in the accessible fishing area of the pier. The lights, noise, and the increased pollution are also associated noise that will drive primary subsistence fish from the area.

I voted for the fast ferries with the moorage at Southworth, I supported the originally proposed plan. I do not support changing the plan without a public vote to ensure full transparency and understanding on the impacts of each site under consideration.

Sincerely,

From:	<u>Tina Lujan</u>		
To:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 4:44:48 PM		

Dear Ms. Milne-Lane: Please add this email to the public record for the November 15th Board of Directors meeting. Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth". If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH." Sincerely,

Tina and Zack Lujan Southworth homeowners and residents

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Gary Nugent

Sent from my iPhone

From:	Robert Heav		
To:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 4:31:18 PM		

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Captain Robert Heay

Sent from my iPhone

From:	<u>Jack</u>		
То:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 4:25:04 PM		

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Jack Cahoon

From:	<u>Lisa Brady</u>		
То:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 4:21:31 PM		

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely, Lisa & Dean Brady

Sent from Yahoo Mail on Android

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

Sincerely,

Monique murielle Montgomery

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "AT SOUTHWORTH."

We do not want ferries moored at Harper pier.

Sincerely,

Greg Anderson

Sent from my iPhone

From:	Paul Lee		
To:	Stephanie Milne-Lane		
Cc:	fohpier@gmail.com		
Subject:	[EXTERNAL] Public Comment November 15 Board Meeting		
Date:	Friday, November 11, 2022 3:03:56 PM		

Please add this email to the public record for the November 15th Board of Directors meeting.

Kitsap Transit's Long Range Plan lists a budget item regarding alternative moorage for the Southworth Fast Ferry. The title states it will be "near Southworth".

If the ferries are moored south of Rich Passage, the line item and references to alternative moorage in the Long Range Plan should be revised to read "At Southworth"

Sincerely,

Paul and patricia Lee 9396. Se Cornell Road.

Sent from my iPhone

Dear Members of the Board,

Bremerton's Fast-Ferry service to Seattle is a gem of the Kitsap Transit system, and I would like to lobby for expansion of fast-ferry service to add more evening and weekend sailings year round. This is one of the main attractions that drew me to Bremerton when I moved to this area a little over a year ago. The service, when available, is fantastic and is a convenient, efficient, and delightful mode of transport.

I believe that the benefits of additional sailings would be far-reaching:

Firstly, it would serve to reduce emissions from individuals driving to Seattle. I frequently travel to Seattle for social activities, but I am rarely able to find a ferry sailing that suits my schedule with the current limited evening and weekend service. Secondly it would attract traffic from Seattle residents, which in turn would serve to provide more revenue to local businesses, and residents with higher incomes that would generate greater tax revenues for the city of Bremerton.

To support this opinion, I'd like to reference comments from Brian Taylor, professor of urban planning and public policy and director of the Institute of Transportation Studies at UCLA on his recent appearance on the Freakonomics podcast, Episode 513.

In that episode, Brian uses the idea of 'elasticity' to explain the important effects of increasing the amount and reliability of public transit services as observed in an experiment where public transit was offered free-of-charge in a test area of a major metropolitan area. You'll note in his comments that riders appreciated the increase in service and efficiency as much or more than they valued the elimination of the fare.

"Here's this idea of elasticity — when there's a change in price, how do users respond? If it's very elastic, a change in price causes a big change in behavior. If it's inelastic, a change in price elicits a small change in behavior. In this case, we can think about price elasticity, which is: if the fare goes down to zero or goes up. And we can also think about service elasticity, so if the service becomes more frequent, people don't have to wait as long. And it turns out that people are at least as service-elastic as they are price-elastic... **People are very service-elastic**. They really like reliable service. We know that people value [their] wait time at about 1.5 to 4.5 times [their] in-vehicle time. So let's just call it three times. That means if you wait 10 minutes for a bus, in your perception of the burden of that trip, you weighted it like it was a half hour. So what I would say is that experiment tells us both that people responded to the free fare, they also responded to the fact that the boarding and alighting times were faster..."

I truly believe that if the fast-ferry schedule was increased, demand for the use of those added fast-ferry sailings would also increase as it would quickly become a viable alternative to car travel to Seattle. For my part, I would absolutely be willing to pay increased fares and/or have an increase in my taxes to fund this requested increase in fast-ferry service as I think the benefits to the Bremerton community would be profound.

Thank you for your kind consideration,

Robert Legge robert.j.legge@gmail.com 206-954-2882



Board of Commissioners Agenda Summary

MEETING DATE:	December 06, 2022	
AGENDA ITEM:	Resolution No. 22-81, Reaffirming Kitsa	p Transit's Wellness Program
SUBMITTED BY:	John Clauson	TITLE: Executive Director
DEPARTMENT:	Executive	
EXHIBITS/ ATTACHMENTS:	Resolution No. 22-81 Exhibit A: Kitsap Transit Employee Ben	efits & Wellness Program Policy
BUDGETARY IMP	ACT (if applicable)	BUDGETED:
EXPENDITURE RI	EQUIRED:	
REVIEWED BY:	Executive Director	MEETING DATE: December 6, 2022

RECOMMENDATION: Approve **COMMENTS:**

2022

In 2013, the Kitsap Transit Board of Commissioners approved and adopted the Kitsap Transit Employee Benefits and Wellness Program Policy. This policy has been updated to account for procedural changes, policy updates, and new policy adoption.

SUMMARY STATEMENT The resolution presented is affirming continued support of the Kitsap Transit employee wellness program.

RECOMMENDED **ACTION/MOTION:**

MOTION: Move to approve Resolution No. 22-81, reaffirming support for the Kitsap Transit employee wellness program.

RESOLUTION NO. 22-81

A RESOLUTION OF THE KITSAP TRANSIT BOARD OF COMMISSIONERS REAFFIRMING SUPPORT FOR THE KITSAP TRANSIT EMPLOYEE WELLNESS PROGRAM

WHEREAS, Kitsap Transit (KT) initiated and maintains a wellness program that benefits its participants by promoting health and wellness through information, services, and programs; and

WHEREAS, this program increases participants' awareness of their health options by helping them to acquire the knowledge, skills, and motivation to achieve and maintain healthy lifestyles; and

WHEREAS, the benefits of employee wellness programs typically include reduced absenteeism, increased job satisfaction, reduced stress levels, improved employee morale, and more prudent use of healthcare systems; and

WHEREAS, the improved fitness and good health of KT's employees provides benefits to our community by developing more productive employees and by employing a prudent strategy to control healthcare expenditures; and

WHEREAS, KT desires to meet the Association of Washington Cities (AWC) WellCity Award Standards which require:

- Formal, board-resolution approval of the wellness program
- The allocation of an annual wellness budget of at least ten dollars (\$10) per full-time employee, an amount which was included in the board approved 2023 agency operating budget
- The institution of policies which support the wellness program, and that policy is attached and herein referenced as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners of Kitsap Transit hereby expresses its continued support of the Kitsap Transit Employee Wellness Program.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 6th day of December 2022.

ATTEST:

Edward Wolfe, Chairperson

Stephanie Milne-Lane, Clerk of the Board

EXHIBIT A Kitsap Transit Employee Benefits & Wellness Program Policy

Revised 5/16/2022 Affirmed 5/18/2022

POLICY PURPOSE: The purpose of this policy is to provide the framework for the administration of Kitsap Transit's Employee Benefits & Wellness (EBW) Program. This includes defining its mission and the membership requirements of the EBW Committee, and equitably and systemically distributing the work required to make this a valuable program for Kitsap Transit employees. This structure will provide clear direction and ensure the balanced input and work load for all departments.

MISSION: The mission of the EBW Program is to provide employees with information that encourages them to make informed healthy lifestyle choices at work and home, and promotes a safe and supportive workplace environment.

The EBW Program is established in recognition that:

- 1. Healthy productive employees and their family members are critical to the provision of high quality and efficient transit services.
- 2. Safe working environments contribute to greater mental health benefits and a reduction in lost time related to injuries.
- 3. The health and wellbeing of employees and their family members has a direct effect on the level and cost of transit services.

SCOPE/ACCESS: All benefit-eligible Kitsap Transit employees are eligible to participate in EBW Program activities.

VOLUNTARY PARTICIPATION: Employee participation in the programs and activities of the EBW Program is voluntary.

EMPLOYEE BENEFITS & WELLNESS COMMITTEE:

- Membership. The EBW Committee is made up of approximately eleven (11) members representing a cross section of each department to the extent possible based on interest. There shall be two (2) permanent members, one of which shall be the Human Resources designee who shall act as Chairperson and the other shall be the Marketing and Public Information Coordinator. The Human Resources Director shall act as an advisor and will attend as often as possible, but attendance is not mandatory. The other nine (9) members on the EBW Committee shall be voluntary and must seek approval from their department director before serving. Attendance and participation (to the extent possible due to vacations, sick days, etc.) should be considered mandatory. All Committee members are equal participants and have equal right and responsibility to voice opinions and ideas and share in the success of the EBW Program. Members are responsible for:
 - a. Attending EBW Committee meetings.
 - b. Informing another attending member if they cannot attend a meeting.
 - c. Organizing and promoting three (3) EBW events a year.

- d. Assisting (as needed) other members in the execution of their EBW events.
- e. Representing their department and educating co-workers of the various EBW activities.
- f. Sharing ideas freely and raising any concerns or objections and offering alternative solutions when a decision is to be reached by consensus.
- g. Fully supporting all agreed-upon decisions by the Committee.
- h. Working in conjunction with management and AWC to increase awareness about the benefits of health living.
- 2. **Duties.** The duties of the Committee members are to:
 - a. Provide enthusiastic support of the mission of the EBW Committee.
 - b. Act as a liaison between the EBW Committee and Kitsap Transit employees to represent the interest, needs, and opinions of the employees.
 - c. Help plan, implement, and promote EBW programs.
 - d. Provide peer support and advocacy to boost EBW program participation.
 - e. Prepare an annual budget for program support.
 - f. Share responsibilities to lessen the workload impact on the Chairperson.
 - g. Perform evaluation of on-going programs and activities.
 - h. Actively participate in meeting AWC Well-City Requirements
- 3. Chairperson Duties. The duties of the Committee Chairperson shall include:
 - a. Setting the time and place of the meetings.
 - b. Communicating with all members of the Committee to coordinate meeting dates and times.
 - c. Preparing an agenda in advance of the meeting and distributing copies to other members, along with notice of the meeting.
 - d. Facilitate the Employee Benefits and Wellness meetings by managing the agenda and discussion.
 - e. Applying for, obtaining, and managing annual grant funding.
 - f. Managing the budget and financial requirements of the program.
 - g. Attending training and conferences established by AWC.
 - h. Providing communication to the Human Resources Director for quarterly reports to the Board.
- 4. **Meeting Schedule.** The EBW Committee will meet monthly during regular business hours.
- 5. **Term.** Members of the EBW Committee will serve an indefinite term. However, it is intended that each term shall be a minimum of one (1) year.
- 6. Attendance/Termination. If a member misses more than 3 consecutive meetings or 5 meetings in the course of the calendar year, the Committee may vote to remove that member from the Committee.
- 7. Confidentiality. Confidentiality is important in all health education activities. Because the EBW Committee may offer programs about potentially sensitive issues, the transactions and interaction regarding personal and medical information that take place in the EBW programs will be confidential and will be respected as such. Each Committee member will sign a Confidentiality Agreement.

PROGRAM BUDGET:

- 1. Apply for any available grants through AWC and other sources.
- 2. Solicit funding through inclusion in the Kitsap Transit budget.



Board of Commissioners Agenda Summary

MEETING DATE	: De	cember 06, 2022	-			
AGENDA ITEM	Resolution No. 22-82, Bid Award - Bus Simulator Contract					
SUBMITTED BY	': <u>Ste</u>	ffani Lillie		TITLE: Director		
DEPARTMENT:	Ser	vice and Capital Develop	ment			
EXHIBITS/ ATTACHMENTS	_	esolution No. 22-82 ttachment A - Recommendation to Award				
BUDGETARY IMPACT (if applicable) BUDGETED: \$900,000.00						
EXPENDITURE REQUIRED: \$893,058.35				FUNDING SOURCE: Other:		
REVIEWED BY:	Exe	cutive Director		MEETING DATE: Decem	ber 6, 2022	
RECOMMENDATION: Approve			(COMMENTS:		
SUMMARY STATEMENT	On July 5, 2022, the Board approved Resolution No. 22-38 authorizing staff to solicit bids for the Bus Simulator Project from the second quarter procurement list. On November 8, 2022 Kitsap Transit received one (1) proposal in response to its Request for Proposals from FAAC, Inc. Staff determined that FAAC's proposal meets and exceeds the minimum specifications for the desired bus simulator and determined the pricing received from FAAC to be fair and reasonable in the amount of eight hun- dred ninety-three thousand fifty-eight dollars and thirty-five cents (\$893,058.35). The Bus Simulator Project was included in the approved 2023 Capital Budget - Transit Fund.					
		contract for the Bus Si	imulator Pr	plution No. 22-82, authorizing stand roject to FAAC in the amount of dollars and thirty-five cents (\$893,0	eight hundred	

RESOLUTION NO. 22-82

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD A CONTRACT FOR THE BUS SIMULATOR PROJECT TO FAAC INCORPORATED

WHEREAS, at its regular meeting on July 5, 2022, the Board approved Resolution No. 22-38 authorizing staff to solicit bids for the Bus Simulator Project from the second quarter procurement list; and

WHEREAS, on October 11, 2022 staff publicly advertised Request for Proposals (RFP) KT 22-797 for the Bus Simulator Project in accordance with specifications developed by Kitsap Transit; and

WHEREAS, on November 8, 2022 Kitsap Transit received one (1) proposal in response to its RFP and the proposal was evaluated based on: Responsiveness to Kitsap Transit's Functional Requirements, Quality of Equipment, Geo-specific Database Project Plan, Total Price, Warranty, Service Support and Maintenance Objective, and Vendor Qualification, Past Performance, Staff and Company Experience; and

WHEREAS, staff determined that FAAC's proposal meets and exceeds the minimum specifications for the desired bus simulator (Attachment A); and

WHEREAS, the awarded contract to FAAC includes 2023 delivery of software design, support, training, installation, and warranties and maintenance of one (1) MB2000 FAAC Bus Operator Training Simulator in the amount of eight hundred ninety-three thousand fifty-eight dollars and thirty-five cents (\$893,058.35); and

WHEREAS, staff has determined the pricing received from FAAC to be fair and reasonable and this project was included in the approved 2023 Capital Budget - Transit Fund.

NOW THEREFORE, BE IT RESOLVED, the Board of Commissioners hereby authorizes staff to award a contract for the Bus Simulator Project to FAAC in the amount

of eight hundred ninety-three thousand fifty-eight dollars and thirty-five cents (\$893,058.35).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 6th day of December 2022.

ATTEST:

Edward Wolfe, Chairperson

Stephanie Milne-Lane Clerk of the Board



DATE: November 17, 2022 TO: Michael Bozarth FROM: Patrick Rogers SUBJECT: Recommendation to Award- Bus Simulator

On October 11th, Procurement Staff released a Request for Proposals; KT 22-797 Bus Simulator. On November 8th, Kitsap Transit received one (1) proposal in response to their request. The proposal was deemed responsive and forwarded to the Evaluation Committee for review.

FAAC's Proposal meet and exceeded the minimum specifications for the desired bus simulator. FAAC's solution provides an industry leading simulator that is configured to match Kitsap Transit's vehicle fleet, real life routes, and driving challenges that are unique to Kitsap Transit.

Procurement Staff conducted a price analysis using FAAC's proposed price, information from Hampton Roads Transit, and pricing available through GSA Contract GS-00F-332CA. The proposed pricing is "fair and reasonable".

Procurement Staff has completed the responsiveness and responsibility checks and has deemed FAAC responsive and responsible. It is my recommendation that FAAC be awarded the KT 22-797 Bus Simulator Contract in the amount of \$893,058.35 (Base Price \$688,966.00 plus options \$128,853.00 plus \$75,239.35 sales tax).

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

Sincerely,

Patrick Rogers Purchasing Coordinator



Board of Commissioners Agenda Summary

MEETING DATE: Decem	nber 06, 2022
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AGENDA ITEM:	Resolution No. 22-83, Bid Award - Unarmed Security Services Contract	

SUBMITTED BY: Michael Bozarth

TITLE: Director

DEPARTMENT: Operations

EXHIBITS/ ATTACHMENTS: |Resolution No. 22-83

BUDGETARY IMPACT (if applicable)

BUDGETED: \$625,000.00

EXPENDITURE REQUIRED: \$889,175.56

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

MEETING DATE: December 6, 2022

RECOMMENDATION: Approve **COMMENTS:**

On September 7, 2022, Kitsap Transit's Procurement Staff released a Request for Proposals (KT 22-775) for Unarmed Security Services. On October 7, 2022 Kitsap Transit received six (6) bids in response to this solicitation. It was agreed that interviews of the top five (5) proposals should be conducted after receipt of the initial proposals. A Best and Final Offer was requested from the top three (3) respondents. After final offers were submitted, it was found that Allied Universal came out with the highest scored proposal. **STATEMENT** Kitsap Transit's Procurement Staff completed the responsiveness and responsibility checks and deemed Allied Universal responsive and responsible. Staff recommends a contract be awarded to Allied Universal for the KT 22-775 Unarmed Security Services contract in the amount of one million seven hundred seventy-eight thousand three hundred fifty-one dollars and twelve cents (\$1,778,351.12) for a two year contract.

RECOMMENDED **ACTION/MOTION:**

SUMMARY

MOTION: Move to adopt Resolution No. 22-83, authorizing staff to award Allied Universal a two year contract for Unarmed Security Services in the amount of one million seven hundred seventy-eight thousand three hundred fifty-one dollars and twelve cents (\$1,778,351.12).

RESOLUTION NO. 22-83

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD A CONTRACT FOR THE UNARMED SECURITY CONTRACT TO ALLIED UNIVERSAL

WHEREAS, at its regular meeting on April 5, 2022, the Board approved Resolution No. 22-25 authorizing staff to solicit bids for Unarmed Security Services; and

WHEREAS, on September 7, 2022, staff publicly advertised Request for Proposals (RFP) KT 22-775 for the Unarmed Security Contract in accordance with specifications developed by Kitsap Transit; and

WHEREAS, on October 7, 2022, Kitsap Transit received six (6) proposals in response to its RFP, and the proposals were evaluated based on: Experience, Knowledge, Capacity, History, Past Experience, Key Personnel, Employee Qualifications, Training, Retention, Project Approach, Start-Up/Guard Plan, Uninterrupted Service, and Total Price; and

WHEREAS, on November 1, 2022, staff agreed, after review of the submitted proposals, that interviews of the top 5 proposals should be conducted; and

WHEREAS, on November 8, 2022, staff conducted interviews of the top five (5) proposals; and

WHEREAS, on November 8, 2022, staff agreed, after a review of the interviews, to submit requests for Best and Final Offers of the top three (3) proposals; and

WHEREAS, on November 15, 2022, staff requested Best and Final Offers from the top three (3) proposals; and

WHEREAS, staff determined that Allied Universal came out with the highestscored proposal; and

WHEREAS, staff has determined the pricing received from Allied Universal to be fair and reasonable, and this contract is included in the approved 2023 Facilities Maintenance Budget.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to award a contract for the Unarmed Security Contract to Allied Universal in the amount of one million seven hundred seventy-eight thousand three hundred fiftyone dollars and twelve cents (\$1,778,351.12) for a two-year contract.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 6th day of December 2022.

Edward Wolfe, Chairperson

ATTEST:

Stephanie Milne-Lane Clerk of the Board



Board of Commissioners Agenda Summary

MEETING DATE: December 06, 2022

AGENDA ITEM:	Resolution No. 22-84, Adoption of Kit	sap Transit's 2022-2042 Long Range Transit Plan							
SUBMITTED BY:	Steffani Lillie	TITLE: Director							
DEPARTMENT:	Service and Capital Development								
EXHIBITS/ ATTACHMENTS:	Resolution No. 22-84 Kitsap Transit's 2022-2042 Long Rang	ge Transit Plan							
BUDGETARY IM	PACT (if applicable)	BUDGETED:							
EXPENDITURE R	EQUIRED:	FUNDING SOURCE: Other:							
REVIEWED BY:	Executive Director	MEETING DATE: December 6, 2022							
RECOMMENDAT	TION: Approve	COMMENTS:							
SUMMARY	Transit Plan (LRTP). The LRTP position which support service, capital, and fin Extensive outreach was conducted wi of the service and capital projects outl								
	The LRTP was presented to the Board at its November 15, 2022 Study Session and publ comments were reviewed.								

The LRTP is a guiding document and is non-binding.

RECOMMENDED ACTION/MOTION:

MOTION: Move to Adopt Resolution No. 22-84 adopting Kitsap Transit's 2022-2042 Long Range Transit Plan.

RESOLUTION NO. 22-84

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS ADOPTING KITSAP TRANSIT'S 2022-2042 LONG RANGE TRANSIT PLAN

WHEREAS, The Long Range Transit Plan (LRTP) is a document used to plan service and capital needs for the time period of 2022-2042; and

WHEREAS, at scheduled Kitsap Transit Board of Commissioners meetings on January 4th, June 7th, and November 15th, 2022, the Board reviewed different elements of the LRTP for future service and capital improvements; and

WHEREAS, the LRTP schedule of activities was introduced to the public at the July 10th, 2021 public quarterly meetings; and

WHEREAS, extensive outreach to the residents of Kitsap County was conducted resulting in over 4,000 responses to the Plan Scenarios; and

WHEREAS, the Kitsap County Division of Aging & Long Term Care Advisory Council was briefed at its March 16th 2022 meeting; and

WHEREAS, the LRTP is designed to assist in the implementation of the Puget Sound Regional Council Vision 2050 Plan in consultation with Kitsap County and the cities of Bainbridge Island, Bremerton, Port Orchard and Poulsbo.

NOW THEREFORE, BE IT RESOLVED, the Board of Commissioners hereby adopts Kitsap Transit's 2022-2042 Long Range Transit Plan.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 6th day of December 2022.

Edward Wolfe, Chairperson

ATTEST:

Stephanie Milne-Lane Clerk of the Board

Kitsap Transit Income Statement - Transit Fund

October 2022

	Current Month		Year to	Date	Year to Date Variance		
	Actual	Budget	Actual	Budget	Dollar	Percent	
OPERATING REVENUE							
Routed Fare	\$86,643	\$98,800	\$864,703	\$934,000	(\$69,297)	(7.42)	
Worker Driver Fares	\$73,400	\$73,200	\$702,445	\$732,000	(\$29,555)	(4.04)	
Van Pool Fares	\$11,540	\$10,300	\$131,583	\$103,000	\$28,583	27.75	
Access Fare	\$11,850	\$17,100	\$131,182	\$162,000	(\$30,818)	(19.02)	
Parking	\$10,560	\$11,000	\$131,123	\$110,000	\$21,123	19.20	
Advertisement	\$0	\$0	\$4,700	\$0	\$4,700	0.00	
Lease Income	\$44,625	\$43,000	\$437,290	\$430,000	\$7,290	1.70	
Other Operating Income	\$9	\$1,000	\$18,438	\$10,000	\$8,438	84.38	
OPERATING REVENUE	\$238,627	\$254,400	\$2,421,463	\$2,481,000	(\$59,537)	(2.40)	
OPERATING EXPENSES							
General Administration	\$371,234	\$401,696	\$3,982,902	\$4,274,862	(\$291,960)	(6.83)	
Capital Development	\$48,373	\$66,750	\$650,378	\$763,667	(\$113,289)	(14.83)	
Customer Service	\$64,812	\$74,887	\$651,151	\$734,200	(\$83,050)	(11.31)	
Routed	\$1,012,972	\$1,194,561	\$10,375,623	\$11,704,463	(\$1,328,840)	(11.35)	
Worker Driver	\$88,616	\$98,225	\$874,112	\$986,098	(\$111,986)	(11.36	
Rideshare	\$33,612	\$33,072	\$340,355	\$336,149	\$4,206	1.25	
Access	\$682,182	\$770,135	\$6,766,813	\$7,477,982	(\$711,170)	(9.51)	
Vehicle Maintenance	\$872,987	\$812,615	\$7,934,338	\$7,984,454	(\$50,116)	(0.63)	
Facilities Maintenance	\$259,014	\$300,702	\$2,658,128	\$3,015,833	(\$357,705)	(11.86)	
Service Development	\$185,965	\$239,449	\$2,046,667	\$2,391,879	(\$345,213)	(14.43)	
Total Operating Expense	\$3,619,766	\$3,992,093	\$36,280,465	\$39,669,586	(\$3,389,121)	(8.54)	
PERATING INCOME (LOSS)	(\$3,381,138)	(\$3,737,693)	(\$33,859,002)	(\$37,188,586)	\$3,329,584	(8.95)	
NON OPERATING INCOME (EXPENSE)							
Sales Tax	\$4,905,000	\$4,543,000	\$45,494,000	\$44,938,000	\$556,000	1.24	
State Operating Grant	\$6,667	\$6,667	\$68,263	\$66,667	\$1,596	2.39	
Other Operating Grant	\$0	\$0	\$1,872,990	\$0	\$1,872,990	0.00	
Interest Income	\$145,893	\$25,000	\$671,795	\$250,000	\$421,795	168.72	
Misc Income / (Expense)	(\$1,036)	\$0	(\$14,854)	\$0	(\$14,854)	0.00	
Interest Expense	(\$2,120)	(\$1,917)	(\$21,204)	(\$19,167)	(\$2,037)	10.63	
Depreciation Expense	(\$527,543)	(\$716,667)	(\$5,321,767)	(\$7,166,667)	\$1,844,899	(25.74)	
Amortization Expense	(\$5,527)	(\$5,527)	(\$55,268)	(\$55,270)	\$2	0.00	
Sales Tax Collection Fee	(\$49,050)	(\$45,430)	(\$454,940)	(\$449,380)	(\$5,560)	1.24	
Gain/Loss Disposition of Assets	\$0	\$0	\$69,918	\$0	\$69,918	0.00	
Total Non Operating Income (Expense)	\$4,472,285	\$3,805,126	\$42,308,933	\$37,564,183	\$4,744,749	12.63	

Kitsap Transit Income Statement - Ferry Fund

October 2022

	Current Month		Year to	Date	Year to Date Variance		
	Actual	Budget	Actual	Budget	Dollar	Percent	
OPERATING REVENUE							
Local Ferry Fares	\$45,688	\$44,000	\$468,647	\$505,000	(\$36,353)	(7.20)	
Bremerton Fast Ferry Fares	\$121,988	\$78,000	\$1,105,224	\$940,000	\$165,224	17.58	
Kingston Fast Ferry Fares	\$31,638	\$17,000	\$278,141	\$185,000	\$93,141	50.35	
Southworth Fast Ferry Fares	\$31,000	\$29,000	\$281,827	\$290,000	(\$8,173)	(2.82)	
Total Operating Revenue	\$230,314	\$168,000	\$2,133,839	\$1,920,000	\$213,839	11.14	
OPERATING EXPENSE							
General Administration	\$151,924	\$174,991	\$1,615,470	\$1,758,604	(\$143,134)	(8.14)	
Local Ferry Operations	\$174,860	\$116,761	\$1,274,565	\$1,178,654	\$95,912	8.14	
Bremerton Fast Ferry Operations	\$274,543	\$292,334	\$3,149,129	\$2,954,423	\$194,706	6.59	
Kingston Fast Ferry Operations	\$228,829	\$204,810	\$2,497,080	\$2,042,289	\$454,791	22.27	
Southworth Fast Ferry Operations	\$179,274	\$199,824	\$2,096,093	\$1,972,889	\$123,204	6.24	
Maintenance and Facilities	\$238,551	\$345,940	\$3,480,607	\$3,407,887	\$72,720	2.13	
	\$1,247,981	\$1,334,659	\$14,112,944	\$13,314,745	\$798,199	5.99	
PERATING INCOME (LOSS)	(\$1,017,667)	(\$1,166,659)	(\$11,979,105)	(\$11,394,745)	(\$584,360)	5.13	
NON OPERATING REVENUE (EXPENSE)							
Sales Tax Revenue	\$1,838,000	\$1,698,000	\$17,035,000	\$16,823,000	\$212,000	1.26	
Operating Grants	\$0	\$34,750	\$0	\$347,500	(\$347,500)	(100.00)	
Interest Income	\$17,050	\$5,000	\$94,869	\$50,000	\$44,869	89.74	
Interest Expense	(\$83,143)	(\$78,500)	(\$831,434)	(\$785,000)	(\$46,434)	5.92	
Depreciation	(\$279,771)	(\$266,667)	(\$2,797,708)	(\$2,666,667)	(\$131,041)	4.91	
Amortization	(\$1,013)	(\$1,013)	(\$10,133)	(\$10,130)	(\$3)	0.03	
Sales Tax Collection Fee	(\$18,380)	(\$16,980)	(\$153,533)	(\$168,230)	\$14,697	(8.74)	
Total Non Operating Income (Expense)	\$1,472,743	\$1,374,590	\$13,337,061	\$13,590,473	(\$253,412)	(1.86)	
INCOME (LOSS)	\$455,076	\$207,931	\$1,357,955	\$2,195,728	(\$837,772)	(38.15)	

Kitsap Transit Balance Sheet October 31, 2022

	Bus Fund	Ferry Fund	Consolidated					
		ASSETS						
Cash and Cash Equivalents	2,370,344	1,098,471	3,468,815					
Investment - General Fund	51,341,860	7,684,383	59,026,244					
Investment - Stimulus Reserve	34,612,740	2,657,058	37,269,798					
Investment - Fleet Reserve	5,000,000	-	5,000,000					
Investment - Capital Project Reserve	11,000,000	1,000,000	12,000,000					
Investment - Debt Service Reserve	94,420	934,553	1,028,973					
Investment - Contingency Reserve	4,000,000	-	4,000,000					
Investment - Fuel Reserve	2,883,250	-	2,883,250					
Tax Receivable	8,447,803	3,156,486	11,604,289					
Capital Grants Receivable	1,951,112	3,155,191	5,106,303					
Operating Grants Receivable	1,865,019	18,112	1,883,131					
Accounts Receivable	398,111	50,455	448,566					
Due from Transit	-	255,519	255,519					
Inventory	1,237,892	1,889,148	3,127,039					
Prepaid Expenses	671,136	1,173,833	1,844,969					
TOTAL CURRENT ASSETS	\$ 125,873,688	\$ 23,073,209	\$ 148,946,897					
Fixtures & Equipment, Net of Depreciation	1,389,817	42,580	1,432,397					
Facilities, Net of Depreciation	31,972,098	4,942,205	36,914,303					
Rolling Stock, Net Depreciation	15,574,773	45,215	15,619,988					
Passenger Ferries, Net Depreciation	-	49,225,919	49,225,919					
Capital Work in Progress	17,693,108	32,540,956	50,234,064					
Leasehold Improvement, Net Amortization	1,612,146	-	1,612,146					
Leased Facilities, Net Amortization	326,997	2,662,626	2,989,623					
Land	19,048,023	-	19,048,023					
Intangible Assets, Net Amortization	294,952	-	294,952					
TOTAL CAPITAL ASSETS	\$ 87,911,915	\$ 89,459,501	\$ 177,371,415					
TOTAL ASSETS	\$ 213,785,602	\$ 112,532,710	\$ 326,318,312					
		÷,,,						
	LIABILITIES AND NET POSITION LIABILITIES							
Accounts Payable	1,308,727	1,638,033	2,946,760					
Due to Ferry	225,519	-	225,519					
Payables to Other Transits	185,669	-	185,669					
Deferred Revenues	162,551	19,112	181,663					

Deferred Revenues 162,551 19,112 181,663 Accrued Wages Payable 2,369,735 485,117 2,854,852 Employee Benefit Payable 336,599 52,111 388,710 Interest Payable 10,643 124,835 135,479 Short-Term Debt 129,620 2,800,000 2,929,620 Long-Term Debt 683,666 29,165,000 29,848,666 TOTAL LIABILITIES \$ 5,412,729 34,284,208 39,696,937 \$ \$

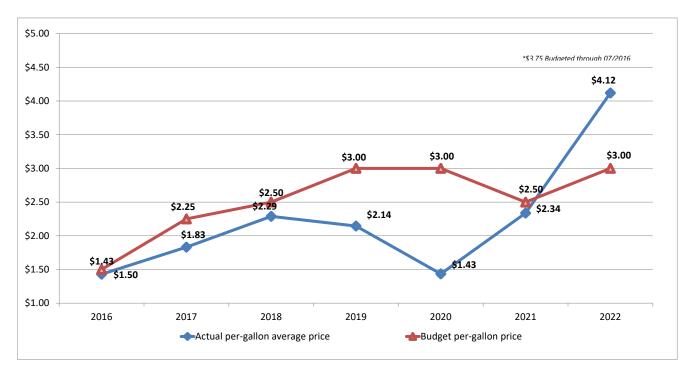
Invested in Capital Assets, Net of Related Debt	87,098,629	57,494,500	144,593,129
Restricted	57,590,410	4,591,611	62,182,021
Unrestricted	63,683,834	16,162,390	79,846,225
TOTAL NET POSITION	 208,372,873	 78,248,501	 286,621,374
TOTAL LIABILITIES AND NET POSITION	\$ 213,785,602	\$ 112,532,710	\$ 326,318,312

	Са	pital W	ork In Pr	ogress Oc	tober					
		-		dget And Ex				Capital Funding		
	2022 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	<u> </u>
Transit Fund										
Routed Coaches (7 Electric)	10,790,861	5,689	3,014,880	6,902,084	873,897	8%	3,014,880	6,238,821	4,552,040	10,790,861
Access Bus & Van/VanLink Replacements	2,973,813	-	-	3,319,672	(345,859)	-12%	-	-	2,973,813	2,973,813
Electric Bus (6 Electric)	5,844,054	7,978	7,978	5,902,762	(66,686)	-1%	172,442	1,924,054	3,920,000	5,844,054
Electric Bus Charger	136,139	-	-	-	136,139	100%	-	27,228	108,911	136,139
Supervisor Vehicles (2)	150,000	-	-	-	150,000	100%	-	-	150,000	150,000
Worker Driver Buses (5 Electric)	5,040,000	8,077	8,077	4,860,685	171,238	3%	8,077	5,040,000	-	5,040,000
Rebuild Vehicles (5 WD)	500,000	-	-	-	500,000	100%	-	500,000	-	500,000
Pillar Cameras (42 WD)	252,000	-	-	-	252,000	100%	-	252,000	-	252,000
Vanpool Replacements	500,000	-	-	-	500,000	100%	-	500,000	-	500,000
APC Systems Equipment/Digital Signage	2,000,000	-	77,288	71,972	1,850,740	93%	77,288	2,000,000	-	2,000,000
Operations Bases										-
Harborside:										-
Harborside Tenant Improvements	20,000	-	-	-	20,000	100%	-	20,000	-	20,000
Harborside HVAC Tenant Upgrade	85,000	-	-	-	85,000	100%	-	85,000	-	85,000
HVAC System KT Harborside	90,000	-	197	-	89,803	100%	197	90,000	-	90,000
Reception Flooring Replacement	35,000	-	-	-	35,000	100%	-	35,000	-	35,000
Charleston Base	,				,			,		,
Server Room AC (New)(Current Leaking)	15,000	-	-	-	15,000	100%	-	15,000	-	15,000
Electric Infrastructure Construction	2,154,582	171,760	238,879	-	1,915,703	89%	1,411,828	191,555	1,963,027	2,154,582
Northbase	2,23 1,302	1, 1,, 00	200,070		1,5 15,7 00	00/1	1,111,020	101,000	2,000,027	2,23 1,302
North Base HD Maintenance Facility (Planning)	2,437,348	_	-	_	2,437,348	100%	412	9,016	2,428,332	2,437,348
Hoist Improvements (PM Bay)	35,000	_		_	35,000	100%	-	35,000	-	35,000
South Base	35,000				35,000	100/0		33,000		33,000
South Base (ESA, Permits, CM)	307,962	_	10,988	_	296,974	96%	113,973	61,592	246,370	307,962
South Base Construction (Locate and Design)	2,500,000	_	10,500	_	2,500,000	100%	-	2,500,000	-	2,500,000
South Base Re-Roofing	150,000				150,000	100%	-	150,000	-	150,000
Transfer Centers / Park & Ride	130,000	-	-	-	150,000	100%	-	130,000	-	150,000
Harper Park & Ride Upgrades (New amenities)	20,000	-	-	-	20,000	100%		20,000	-	20,000
Hwy 16 Park & Ride Planning and Design	3,778,075	- 17,175	- 197,711		2,600,203	69%	-			3,778,075
HWY 16 Park & Ride Construction		-		980,161		100%	2,060,669	1,188,790	2,589,285	6,250,000
Silverdale Transfer Center	6,250,000	- 784	10,267		6,239,733	45%	10,267	-	6,250,000	
	19,841,638		2,021,675	8,988,790	8,831,172		4,606,333	4,000,000	15,841,638	19,841,638
Ruth Haines Road (Design & Construction)	1,300,000	34,591	135,294	-	1,164,706	90%	135,294	1,300,000	-	1,300,000
Rental Park and Ride Improvements	20,000	-	37,024	-	(17,024)	-85%	642,821 45,852	20,000	-	20,000 200,000
Gateway Bus Storage Facility & Park and Ride Analysis TOD	200,000	-	45,852	-	154,148	77%		40,000		
Gateway Bus Storage Facility & Park and Ride PE/Design	832,370	-	11,328	-	821,042	99% 100%	18,852	112,370		832,370
SR104 P&R PE/Design	578,036	-	-	-	578,036	100%	-	78,035	500,000	578,035
Gateway Center Rehabilitation - PE/Design/Complete	5,000,000	-	-	-	5,000,000	100%	160,482	5,000,000	-	5,000,000
Bremerton Park & Ride (Replacing Gateway Center)	9,000,000	-	-	-	9,000,000	100%	-	9,000,000		9,000,000
Port Orchard Transit Center Planning	937,500	-	-	-	937,500	100%	-	187,500	750,000	937,500
Bainbridge Monument Sign	15,000	-	-	-	15,000	100%	-	15,000	-	15,000
Bike Barn Lighting/Security Cameras	31,315	-			31,315	100%	-	6,263	25,052	31,315
Poulsbo Park & Ride (Right of Way Only)	1,500,000	-	-	-	1,500,000	100%	-	1,500,000	-	1,500,000

	Ca	pital W	/ork In Pr	ogress Od	tober							
		Capital Budget And Expenditures								Capital Funding		
	2022 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget			
Inductive Charging (BTC, STC, WBTC & BITC)	1,500,000	-	-	-	1,500,000	100%	-	1,500,000	-	1,500,000		
Port Orchard Park & Ride (Design Only)	1,800,000	-	-	-	1,800,000	100%	-	1,800,000	-	1,800,000		
Silverdale Park & Ride (Design & ROW)	1,650,000	-	-	-	1,650,000	100%	-	1,650,000	-	1,650,000		
Day Road Park & Ride (Match Only)	1,000,000	-	-	-	1,000,000	100%	-	1,000,000	-	1,000,000		
Equipment and Systems												
Drive Cameras for Buses	8,638	-	-	-	8,638	100%	-	2,000	6,638	8,638		
ORCA Cap Costs ngO & Equip	1,293,209	-	1,194,257	-	98,952	8%	4,968,179	1,293,209	-	1,293,209		
Computer Infrastructure Improvements	100,000	-	-	-	100,000	100%	-	100,000	-	100,000		
Servers and Capitalized Computer Equip.	150,000	14,693	20,077	-	129,923	87%	20,077	150,000	-	150,000		
VEEM Backup and Recover Software/Server	150,000	-	-	-	150,000	100%	-	150,000	-	150,000		
APC UPS for Servers	60,000	-	31,490	-	28,510	48%	31,490	60,000	-	60,000		
IP Cameras (Bremerton, PO Dock, South Base, CII)	200,000	27,687	151,438	-	48,562	24%	151,438	200,000	-	200,000		
Misc. Equipment	10,000	-	11,347	-	(1,347)	-13%	11,347	10,000	-	10,000		
Track Loader	60,000	-	-	-	60,000	100%	-	60,000	-	60,000		
3 Axle Trailer	15,000	-	13,137	-	1,863	12%	13,137	15,000	-	15,000		
Fleet AC Machine	25,000	-	17,773	-	7,227	29%	17,773	25,000	-	25,000		
Bus Wheel Equipment	12,000	-	-	-	12,000	100%	-	12,000		12,000		
Air Torque Equip.	12,000	-	-	-	12,000	100%	-	12,000		12,000		
SMS System	20,000	-	-	-	20,000	100%	-	20,000	-	20,000		
HR Applicant Tracking Software	25,000	-	-	-	25,000	100%	-	25,000	-	25,000		
Transit Fund Total	93,411,540	288,433	7,256,957	31,026,127	55,128,456	59%	17,693,108	50,226,433	43,185,106	93,411,539		
Ferry Fund												
Ferry Vessels												
Fast Ferry Bow Loading Class (Retainage)	700,000	_	650,816	49,110	74	0%	12,063,058	700,000	-	700,000		
Owner Representation (New Vessels)	150,000	-	38,784	25,111	86,105	57%	412,811	150,000		150,000		
MV Solano Purchase/PE/Rehabilitation	5,141,023	589,025	3,936,818	2,921,655	(1,717,450)	-33%	10,107,768	1,803,675		5,141,023		
Spare Jet Bow Loaders	700,000	565,025	5,550,818	- 2,921,035	700,000	100%	10,107,708	700,000		700,000		
Genset Bow Loaders	150,000		_	-	150,000	100%	-	150,000		150,000		
Spare Engines Lady/Reliance	210,000		- 94	268,550	(58,644)	-28%	- 94	28,158		210,000		
Workboat	288,837	-	- 94	- 208,550	(58,644) 288,837	-28%	- 94	70,000		210,000		
		-	-									
Finest Jet Replacement	1,200,000	-	-	- 1 729 709	1,200,000	100%	-	1,200,000		1,200,000		
Vessel Engine Replacements (MTU)	2,000,000	-	-	1,728,798	271,202	14%	-	2,000,000		2,000,000		
RP1 Foil Replacement (2)	650,000	-	353,222	1,474,000	(1,177,222)	-181%	353,222			650,000		
Electric Foot Ferry & Infrastructure (Match Only)	2,500,000	-	1,691	-	2,498,309	100%	1,691	2,500,000	-	2,500,000		
Ferry Terminal	465 116		426.262		20.752	00/	F 252 C40	210 564	145 552	465 116		
Annapolis Ferry Dock Fendering	465,116	-	426,363	-	38,753	8%	5,352,648	319,564		465,116		
Bremerton Emergency Intercom	351,205	-	-	-	351,205	100%	-	70,241		351,205		
BTC Fire Alarm Replacement	150,000	-	-	-	150,000	100%	-	150,000		150,000		
Alternative Analysis Seattle Terminal	196,298	-	149,375	-	46,923	24%	328,113	196,298		196,298		
Seattle Terminal PE	3,575,000	-	-	-	3,575,000	100%	-	1,075,000		3,575,000		
Southworth Terminal Redevelopment (WSF Partner)	3,103,804	-	-	-	3,103,804	100%	-	853,804		3,103,804		
Annapolis Shore Power	80,000	-	144,887	-	(64,887)	-81%	144,887	30,376	49,624	80,000		

	Capital Work In Progress October											
			Capital Bu	dget And Ex	penditures			Capital Funding				
	2022 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget Remaining (%)	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget		
Southworth Outfitting	50,000	-	-	-	50,000	100%	-	50,000	-	50,000		
Southworth Parking Lot Changes	1,000,000	11,396	38,459	106,726	854,815	85%	38,459	1,000,000	-	1,000,000		
POF Preventative Maintenance	417,383	-	54,720	-	362,663	87%	54,720	-	417,383	417,383		
Breakwater at Port Orchard Marina (Partnership)	1,000,000	-	-	-	1,000,000	100%	-	1,000,000	-	1,000,000		
Port Orchard Ferry Terminal Decking Replacement	500,000	-	143,208	-	356,792	71%	143,208	202,016	297,984	500,000		
Float Mooring & Rehabilitation	2,000,000	-	-	-	2,000,000	100%	-	2,000,000	-	2,000,000		
Mooring Dock Alt. Analysis, Purchase & Improvements	5,000,000	-	55,621	-	4,944,379	99%	1,861,481	5,000,000	-	5,000,000		
Marine Maintenance Fac. (Locate, ROW & Concept. Design)	3,500,000	-	165	-	3,499,835	100%	165	3,500,000	-	3,500,000		
Seattle Docking Facility (Match Only)	7,000,000	-	-	-	7,000,000	100%	-	7,000,000	-	7,000,000		
Bremerton Dock Improvements	-	-	499	-	(499)		1,635,492	-	-	-		
Ferry Tools & Equipment												
Flatbed Truck	70,000	35,610	35,610	-	34,390	49%	35,610	70,000	-	70,000		
Marine Specialty Tools	10,000	-	-	-	10,000	100%	-	10,000	-	10,000		
Impellers	7,887	-	7,529	-	358	5%	7,529		7,887	7,887		
Ferry Fund Total	42,166,553	636,031	6,037,860	6,573,950	29,554,742	70%	32,540,956	31,905,162	10,261,391	42,166,553		
Grand Total	135,578,093	924,464	13,294,818	37,600,077	84,683,198	62%	50,234,064	82,131,595	53,446,497	135,578,092		

Kitsap Transit Diesel Costs Updated through November 2022



Per-gallon average price	2016	2017	2018	2019	2020	2021	2022
January	\$1.05	\$1.78	\$2.10	\$1.89	\$1.99	\$1.68	\$2.89
February	\$1.04	\$1.75	\$2.04	\$2.08	\$1.80	\$2.04	\$3.18
March	\$1.15	\$1.64	\$2.02	\$2.13	\$1.31	\$2.15	\$3.90
April	\$1.16	\$1.78	\$2.36	\$2.21	\$1.04	\$2.07	\$4.30
Мау	\$1.57	\$1.70	\$2.46	\$2.34	\$1.08	\$2.23	\$4.30
June	\$1.76	\$1.58	\$2.58	\$1.93	\$1.25	\$2.44	\$5.10
July	\$1.59	\$1.61	\$2.39	\$2.08	\$1.36	\$2.37	\$4.99
August	\$1.45	\$1.81	\$2.29	\$2.05	\$1.37	\$2.47	\$3.99
September	\$1.52	\$2.12	\$2.38	\$2.13	\$1.27	\$2.41	\$3.89
October	\$1.61	\$2.04	\$2.58	\$2.47	\$1.38	\$2.73	\$4.42
November	\$1.63	\$2.20	\$2.36	\$2.40	\$1.72	\$2.73	\$4.35
December	\$1.62	\$1.96	\$1.90	\$2.02	\$1.64	\$2.72	
						÷	
Monthly Avg. Cost YTD	\$ 1.43	\$ 1.83	\$ 2.29	\$ 2.14	\$ 1.43	\$ 2.34	\$ 4.12
Budgeted Per-Gallon Price	\$ 1.50	\$ 2.25	\$ 2.50	\$ 3.00	\$ 3.00	\$ 2.50	\$ 3.00

In November, KT paid \$4.35 a gallon for fuel compared to \$4.42 in October. The year-to-date per-gallon average price as of November was \$4.12 compared \$3.00 a gallon for fuel budgeted for 2022.



To: Kitsap Transit
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)
Date: November 28, 2022
Re: December 2022 Board Meeting – Legislative Report

General Election Review

The November 8 General Election has (mercifully) come and gone. Washington State Democrats will be retaining their solid majorities in the coming legislative session. Currently, Democrats are projected to gain one seat each in the House and Senate, moving their majorities to 58-40 in the House and 29-20 in the Senate.

Locally, there were several hotly-contested races that came down to the wire. In the 26th LD, incumbent Democrat Senator Emily Randall has defeated Republican Representative Jesse Young by a slim margin, 50.79%-49.08%, holding her seat in one of the most expensive legislative races on record. On the House side, incumbent Republican Michelle Caldier defeated Democrat challenger Matt Macklin 56.19%-43.72%, while Republican Spencer Hutchins has come back from an election-night deficit to overtake Democrat Adison Richards and keep the seat vacated by Rep. Young in GOP hands by a very slim margin of 50.46%-49.48%.

In the 35th LD, Republican Representative Drew MacEwan successfully moved to the Senate, defeating Democrat Julianne Gale with just over 56% of the vote. On the House side, incumbent Republican Dan Griffey secured 59% of the vote over Democrat challenger James DeHart, while in the open seat vacated by Rep. MacEwan, Republican newcomer Travis Couture held off Democrat Sandy Kaiser with 53%, keeping the entire 35th LD for the Republicans.

In the less-contested 23rd LD in North Kitsap, both incumbent Democrat representatives were re-elected handily, Reps. Drew Hansen and Tarra Simmons with over 63% each.

Committee Assembly Days

The House and Senate will convene in Olympia from November 30 thru December 2 for Committee Assembly Days. This marks the first in-person gathering of the Legislature since the beginning of the pandemic in March 2020. Committees will review interim work plans, as well as preview issues that are likely to see action in the coming legislative session. The 2023 Legislature will convene on Monday, January 9, and is scheduled to run for 105 consecutive days.

Kitsap Transit 2023 Legislative Agenda Update

Senator Randall (D-26) has agreed to prime sponsor legislation dealing with the DNR lease fee issue. The bill is currently being drafted by legislative staff, and the hope is to pre-file it in advance of the beginning of the 2023 legislative session. Other local delegation members have expressed interest in co-sponsoring this effort.



Discussions on other items have also begun, including outreach with House and Senate members on KT's toll credit budget proviso request, and ongoing stakeholder work around PTBA's and the use of green hydrogen.

HOV Photo Enforcement Pilot Project

Representatives from Kitsap Transit met on Nov. 28 with the Washington Traffic Safety Commission, as well as Washington State Patrol, WSDOT, and others, to discuss the final report on the pilot project that is due to the Legislature by mid-2023. All parties seemed comfortable with the report, pending a few minor edits. The report will be delivered to the Legislature by the Washington Traffic Safety Commission ahead of schedule.

Washington State Transit Association (WSTA)

The WSTA Board held its 4th Q Board Meeting in November and finalized the association's 2023 legislative priorities list. The full list is attached to this report, but includes high-level priorities of preserving and protecting public transit investments and incentivizing zero-emission transit vehicles, as well as more specific efforts to seek policy and legislative changes to address transit staffing shortages. Whether this leads to stand-alone legislation is yet to be seen.

Additionally, WSTA announced the dates and locations for its 2023 Board Meetings, with the 1st Quarter Meeting set for Feb. 13 & 14 in Olympia, to coincide with the WSTA Leg. Conference.

Washington Highway Users Federation (WHUF)

The WHUF Interim Briefing was held on Tuesday, November 29, in Tacoma. This year's agenda included four primary topics:

- State Transportation Update Overview from the Governor's Office of Financial Management, including the current status of the state's transportation budget and the Governor's transportation priorities for the upcoming biennium.
- 2. Clean Transportation Efforts Presentation from various state departments regarding recent activities and investments in clean transportation from the Climate Commitment Act, the Clean Fuel Standards legislation, and the Electric Vehicles Council.
- 3. Washington Traffic Safety A discussion of strategies and options to reduce road risks by the Washington State Traffic Safety Commission Director, Shelly Baldwin.
- Transportation Leadership Panel Transportation Committee Chairs Sen. Liias and Rep. Fey, and Ranking Members Rep. Barkis and Sen. King, discussing the implementation efforts of Move Ahead Washington, and the expected transportation plans for the 2023-25 biennium.



2023 Legislative Priorities

Members

- Asotin County Transit
- Ben Franklin Transit
- C-TRAN
- Central Transit
- Clallam Transit
- Columbia County Public Transportation
- Community Transit
- Everett Transit
- Garfield County Public Transportation
- Grant Transit Authority
- Grays Harbor Transportation Authority
- Intercity Transit
- Island Transit
- Jefferson Transit
- King County Metro
- Kitsap Transit
- Link Transit
- Mason Transit Authority
- Pacific Transit
- Pierce Transit
- Pullman Transit
- RiverCities Transit
- Seattle Department of Transportation
- Skagit Transit
- Sound Transit
- Spokane Transit Authority
- TranGo
- Twin Transit
- Valley Transit
- Whatcom Transportation Authority
- WSDOT Division of Public Transportation
- Yakima Transit

Preserve and Maintain Public Transit Investments

Support efforts to preserve and maintain funding for public transit and multimodal grant programs. Ensure full funding of the commitments made by the Legislature in Connecting Washington and Move Ahead Washington Legislation.

Address Adjustments in Move Ahead WA to Ensure Successful Delivery of Programs

Seek changes in the Move Ahead WA legislation to address minor issues found in implementing the law. These changes better address legislative intent and provide agencies with the flexibility to better deliver on the goals and purpose of MAW.

Seek Policy and Legislative Changes to Address Transit Staffing Shortages

Lead and support policy or legislative changes to assist in transit staffing effective and efficient training and hiring. WSTA will support and, if possible, strengthen Department of Licensing legislation which provides some relief in the challenges to CDL training and certification. Further, the Association will explore opportunities, including potential studies, to address the needs and focus on changes that provide the quickest relief to members.

Incentivize Zero-Emission Transit Vehicles

Support policies and legislation that provides significant incentives to operate and purchase zero-emission transit vehicles, capital infrastructure and transition fleets to zero-emission. Legislation and policy should not extend beyond the financial abilities of agencies as well as current zeroemission technology capabilities.

Protect the Effective and Efficient Delivery of Public Transit

Support efforts that facilitate safe, cost-effective, and efficient delivery of transit operations, services, and projects. Monitor legislation involving regional tolling, OPMA, land use development, public records, procurement, and changes to RCWs about public transit authorities. When necessary, oppose legislation that would negatively impact the delivery of public transit.

WSTA's Advocacy Team

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Lyset Cadena

SMTA Lobbyist 915.497.6085 lyset@cadenaconsulting.com

Quarterly Transit Fund Financial Report SEPTEMBER 2022



Quarterly Financial Report – September 2022

Kitsap Transit 12/6/2022

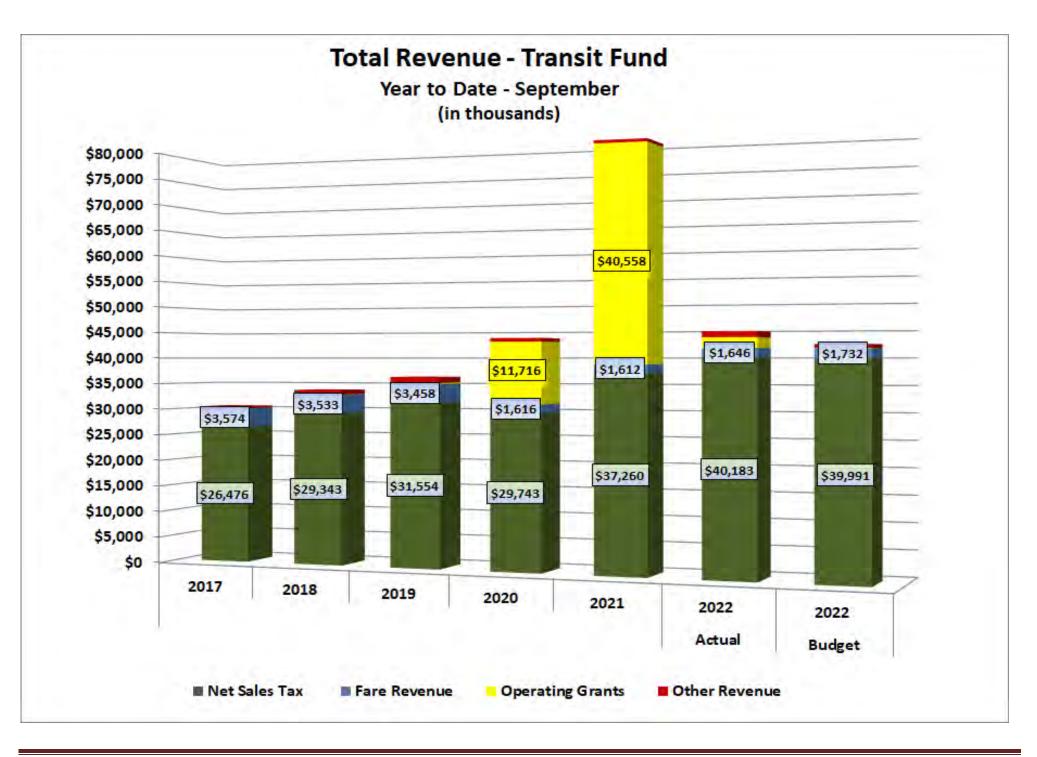
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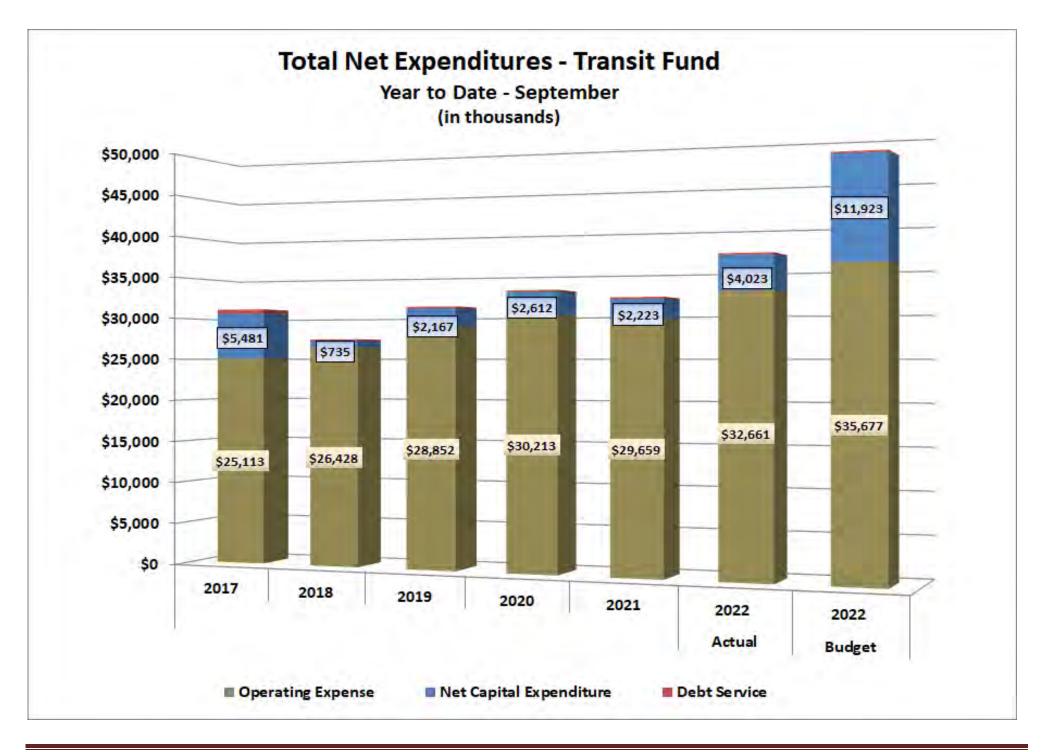
Summary Income Statement - Transit Fund

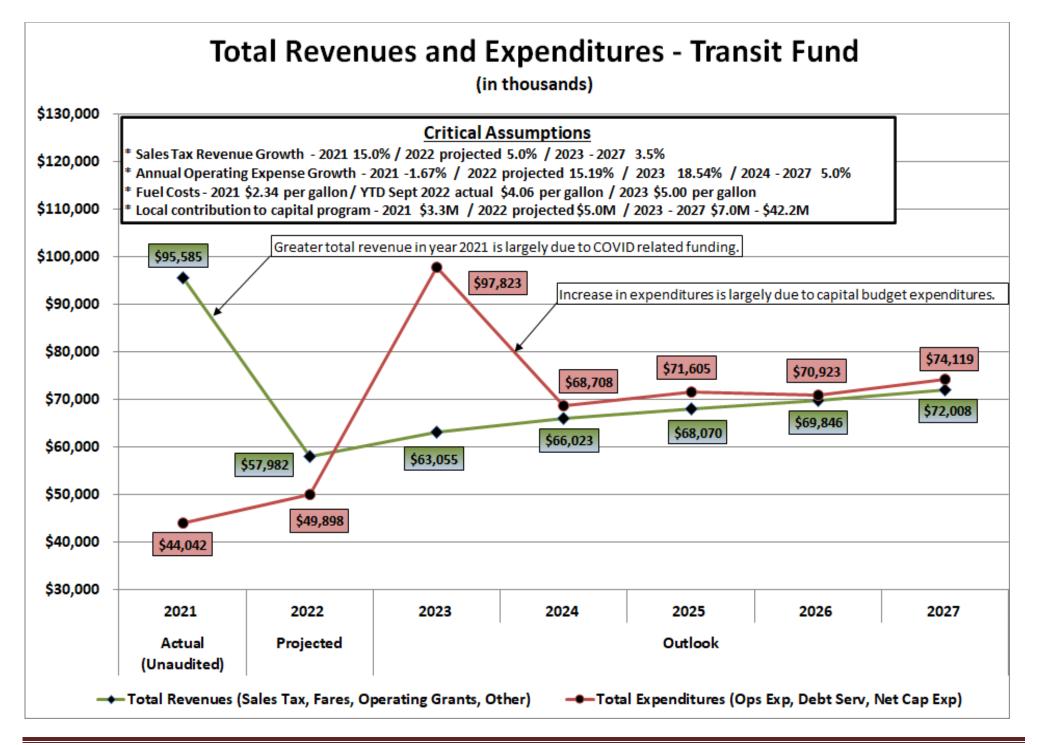
Third Quarter - 2022

		Over / (Under) Budget							
	 Actual		Budget		(\$)	(%)	Notes		
OPERATING INCOME:									
ROUTED FARE	\$ 778,060	\$	835,200	\$	(57,140)	-6.84%			
WORKER DRIVER FARE	629,045		658,800		(29,755)	-4.52%			
VANPOOL FARE	120,042		92,700		27,342	29.50%	Vanpool rebounding faster than budget		
ACCESS FARE	119,332		144,900		(25,568)	-17.65%	Continued impact of COVID		
PARKING FEES	120,563		99,000		21,563	21.78%			
ADVERTISING REVENUE	4,700		-		4,700				
LEASE INCOME	392,665		387,000		5,665	1.46%			
OTHER OPERATING INCOME	18,429		9,000		9,429	104.76%			
TOTAL OPERATING REVENUE	\$ 2,182,836	\$	2,226,600	\$	(43,764)	-1.97%			
OPERATING EXPENSE:									
GENERAL ADMINISTRATION	\$ 3,611,668	\$	3,873,166	\$	(261,498)	-6.75%	Due largely to lower advertising and professional serv.		
CAPITAL/LONG RANGE PLANNING	602,005		696,916		(94,912)	-13.62%			
CUSTOMER SERVICE/INFORMATION	586,339		659,313		(72,974)	-11.07%			
ROUTED SERVICES	9,362,650		10,509,901		(1,147,251)	-10.92%	Due primarily to lower operator wages & benefits		
WORKER DRIVER	785,496		887,872		(102,376)	-11.53%			
RIDESHARE	306,743		303,078		3,666	1.21%			
ACCESS	6,084,631		6,707,847		(623,216)	-9.29%	Due primarily to lower operator wages & benefits		
VEHICLE MAINTENANCE	7,061,352		7,171,839		(110,488)	-1.54%			
FACILITIES MAINTENANCE	2,399,114		2,715,131		(316,016)	-11.64%	Due primarily to wages and contract services		
SERVICE DEVELOPMENT	1,860,702		2,152,430		(291,728)	-13.55%	Due primarily to lower computing & ORCA costs		
TOTAL OPERATING EXPENSES	\$ 32,660,700	\$	35,677,493	\$	(3,016,793)	-8.46%			
OPERATING INCOME (LOSS)	\$ (30,477,864)	\$	(33,450,893)	\$	2,973,029	-8.89%			
NON OPERATING INCOME (EXPENSE):									
SALES TAX	\$ 40,589,000	\$	40,395,000	\$	194,000	0.48%			
OPERATING GRANTS (SNPT / RM / WA REV	61,596		60,000		1,595				
OTHER OPERATING GRANTS (CTR / PM)	1,872,990		-		1,872,990		State paratransit funding		
INTEREST INCOME	525,901		225,000		300,901	133.73%			
MISC INCOME (EXPENSE)	(13,818)		-		(13,818)				
INTEREST EXPENSE	(19,083)		(17,250)		(1,833)	10.63%			
GAIN OR LOSS ON DISPOSITION OF ASSET	69,918		-		69,918				
DEPRECIATION EXPENSE	(4,794,225)		(6,450,000)		1,655,775	-25.67%			
AMORTIZATION EXPENSE	(49,741)		(49,743)		2	0.00%			
SALES TAX COLLECTION FEE	(405,890)		(403,950)		(1,940)	0.48%			
NON OPERATING REVENUE, NET	\$ 37,836,648	\$	33,759,057	\$	4,077,591	12.08%			
NET INCOME (LOSS)	\$ 7,358,784	\$	308,164	\$	7,050,620				

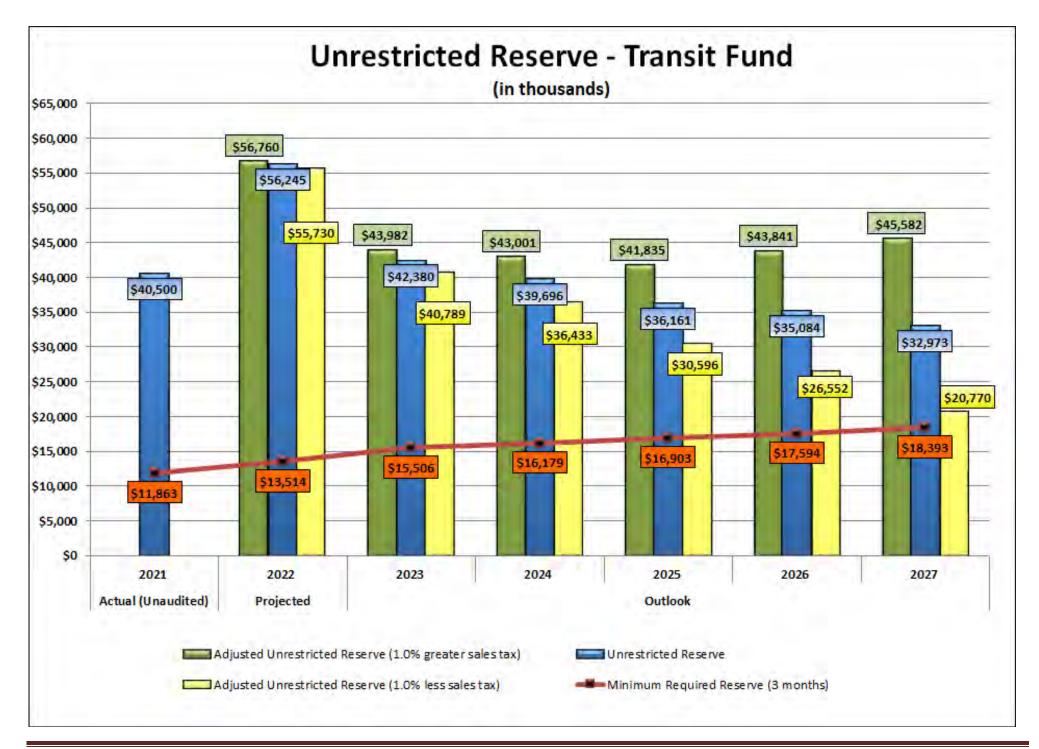
Quarterly Financial Report – September 2022







Quarterly Financial Report – September 2022



Quarterly Financial Report - September 2022

Quarterly Ferry Fund Financial Report SEPTEMBER 2022



Quarterly Financial Report – September 2022

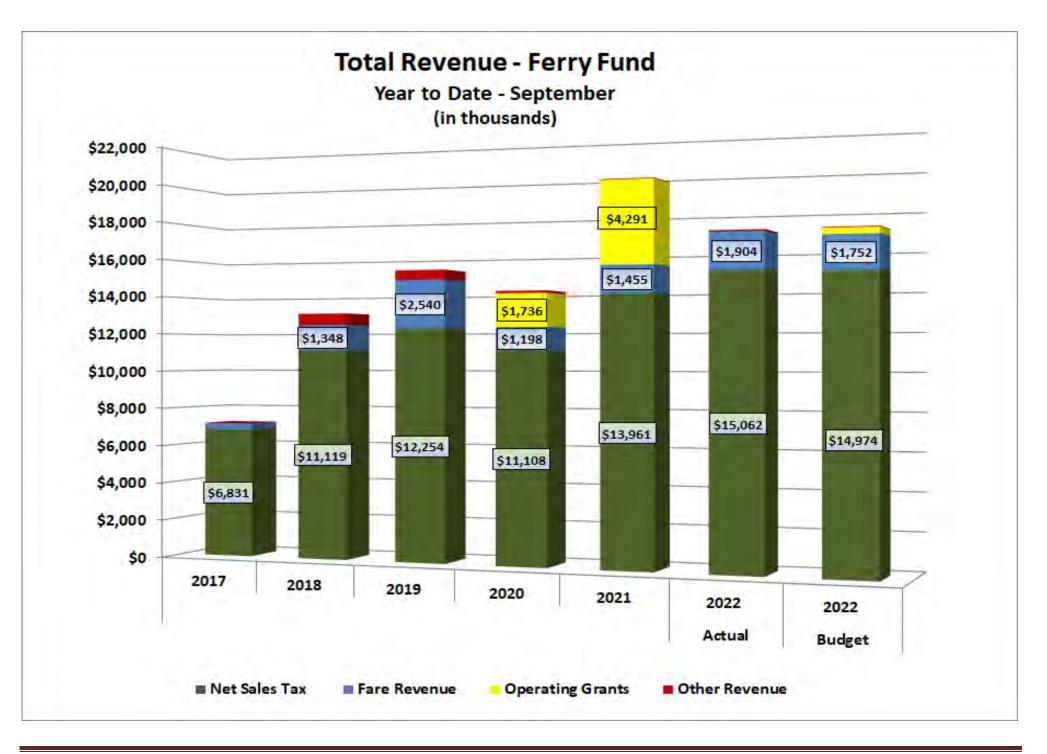
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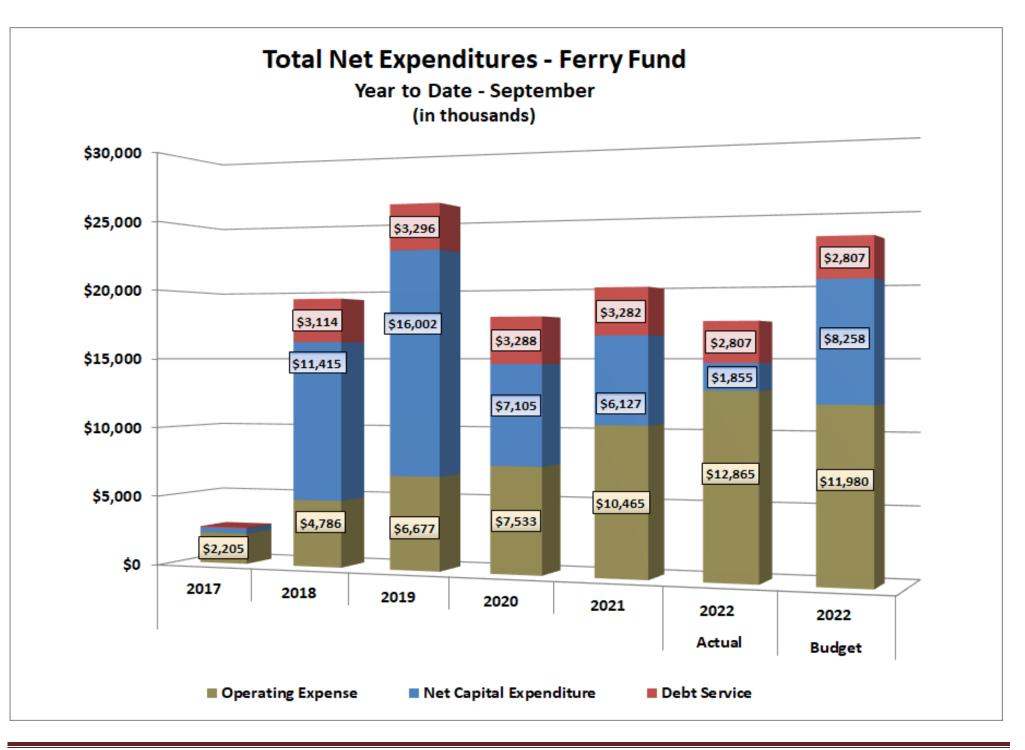
Summary Income Statement - Ferry Fund

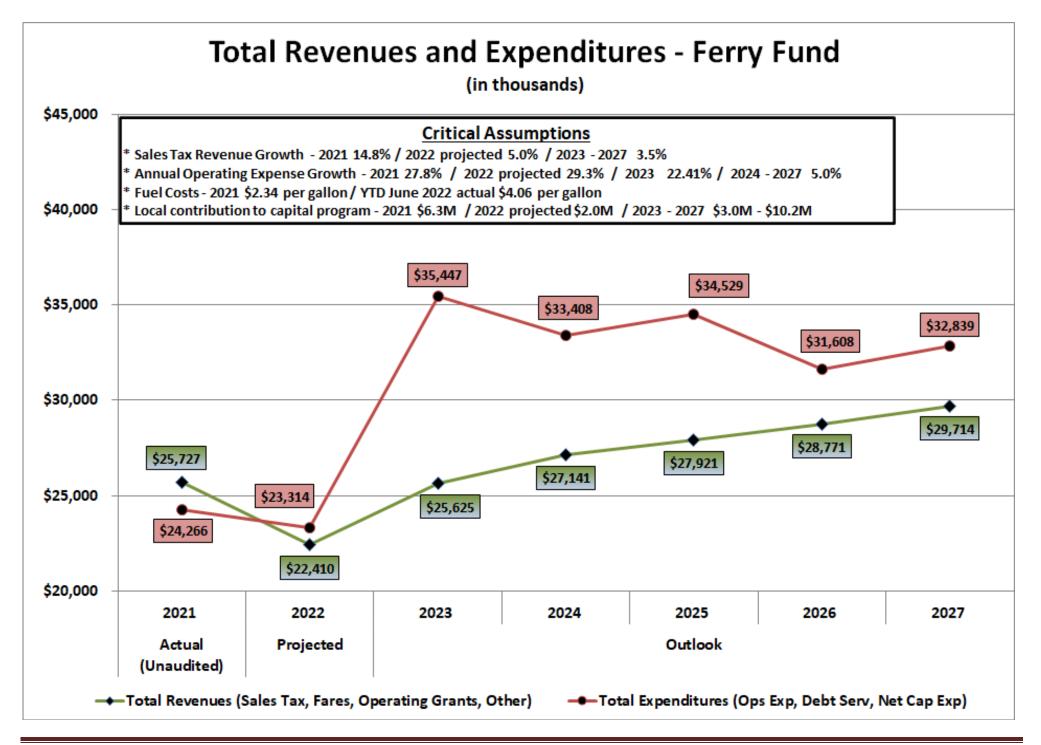
Third Quarter - 2022

	Over / (Under) Budget							
		Actual		Budget		(\$)	(%)	Notes
OPERATING INCOME:								
LOCAL FERRIES	\$	422,959	\$	461,000	\$	(38,041)	-8.25%	
BREMERTON FAST FERRY		983,236		862,000		121,236	14.06%	Quicker rebound of ridership than anticipated
KINGSTON FAST FERRY		246,503		168,000		78,503	46.73%	Quicker rebound of ridership than anticipated
SOUTHWORTH FERRY		250,827		261,000		(10,173)	-3.90%	
TOTAL OPERATING REVENUE	\$	1,903,525	\$	1,752,000	\$	151,525	8.65%	
OPERATING EXPENSE:								
GENERAL ADMINISTRATION	\$	1,463,545	\$	1,583,613	\$	(120,068)	-7.58%	Due largely to lower advertising and contractual
LOCAL FERRY		1,099,705		1,061,893		37,813	3.56%	
BREMERTON FAST FERRY		2,874,586		2,662,089		212,497	7.98%	Due largely to greater terminal and fuel costs
KINGSTON FAST FERRY		2,268,251		1,837,479		430,772	23.44%	Due primarily to greater rental and fuel costs
SOUTHWORTH FERRY		1,916,819		1,773,065		143,753	8.11%	Due primarily to greater fuel costs
MAINTENANCE AND FACILITIES		3,242,057		3,061,947		180,109	5.88%	Due largely to wages and contractual maintenance
TOTAL OPERATING EXPENSES	\$	12,864,963	\$	11,980,086	\$	884,877	7.39%	
OPERATING INCOME (LOSS)	\$	(10,961,439)	\$	(10,228,086)	\$	(733,352)	7.17%	
NON OPERATING INCOME (EXPENSE)								
SALES TAX	\$	15,197,000	Ś	15,125,000	Ś	72,000	0.48%	
OPERATING GRANTS	Ŷ	-	Ý	312,750	Ŷ	(312,750)		Timing difference on preventative maint grants
INTEREST INCOME		77,818		45,000		32,818	72.93%	0
INTEREST EXPENSE		(748,290)		(706,500)		(41,790)	5.92%	
DEPRECIATION EXPENSE		(2,517,937)		(2,400,000)		(117,937)	4.91%	
AMORTIZATION EXPENSE		(9,120)		(\$9,117)		(3)	0.03%	
SALES TAX COLLECTION FEE		(135,153)		(151,250)		16,097	-10.64%	
NON OPERATING REVENUE, NET	\$	11,864,318	\$	12,215,883	\$	(351,565)	-2.88%	
NET INCOME (LOSS)	\$	902,880	\$	1,987,797	ć	(1,084,917)	-54.58%	



Quarterly Financial Report – September 2022





Quarterly Financial Report – September 2022

