

2023 - 2028

TRANSIT DEVELOPMENT PLAN

Kitsap
Transit



Central Kitsap Route 217



Silverdale Transit Center Rendering



New Worker/Driver Design Jan. 2023

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Kitsap Transit

60 Washington Avenue, Suite 200, Bremerton, WA 98337

Date of Public Hearing: July 11, 2023

Pursuant to RCW 35.58.2795

Glossary

ACCESS – Kitsap Transit’s ADA demand response bus service

ADA – Americans with Disabilities Act

APC – Automatic Passenger Counters

AVL – Automatic Vehicle Locator

BTC – Bremerton Transportation Center

CRA – Comprehensive Route Analysis

CTR – Commute Trip Reduction

DOD – Department of Defense

DSHS – Department of Social and Health Services

KT – Kitsap Transit

KTFF – Kitsap Transit Foot Ferry

LRTP – Long Range Transit Plan

NTD – National Transit Database

ORCA – One Regional Card for All regional fare payment card used on Puget Sound area transit systems and WSF

PSNS – Puget Sound Naval Shipyard

ROW – Right of Way

RRFP – Regional Reduced Fare Permit ORCA Card for qualified persons to ride for reduced cost at ½ the normal fare.

TAM – Transit Asset Management Plan

TIP – Transportation Incentive Program for Department of Navy employees to help reduce their daily contribution to traffic congestion and air pollution, as well as expand their commuting alternatives.

W / D – Kitsap Transit’s Worker/Driver program serving the PSNS and Bangor Naval Bases

WSF – Washington State Ferries

Section I: Organization

The Transit Development Plan (TDP) is reviewed annually and serves as a 5-year guide for Kitsap Transit. The TDP connects with the Long-Range Transit Plan (LRTP) as an implementation and progress report reflecting on progress made towards the Kitsap Transit Vision. The Kitsap Transit Vision map is found in Section XI on page 23.

Kitsap Transit (KT) is a public transportation benefit area authority, authorized in Chapter 36.57A RCW, and located in Kitsap County, Washington. Kitsap Transit began providing public transportation services in early 1983. KT's system map appears in Appendix I, showing the extent of the agency's service area. Beginning in 2011, as the result of a change in state law, membership on the KT Board of Commissioners increased from nine to ten and now includes one non-voting member who represents the agency's labor unions. The nine voting members of the KT Board are the three Kitsap County Commissioners; the mayors (or an

appointed Council Member) of the four incorporated cities in Kitsap County: Bainbridge Island, Bremerton, Port Orchard and Poulsbo; a member of the Bremerton City Council, appointed by the Bremerton City Council President; and one at-large member selected by the Board Chair from among interested elected officials from the four cities in the agency's service area. All board members serve for the duration of their elected term of office, with the exception of the Bremerton City Councilmember, who serves for a one-year term, and the at-large member, who serves for a two-year term and is selected at the last meeting in December or the first meeting in January every other year.

Kitsap Transit added a Marine Services Department as a result of the approval of Proposition 1 in November 2016. The Proposition authorized the collection of 3/10 of a cent sales tax to support passenger-only Fast Ferry services to Seattle from Bremerton, Kingston and Southworth. Increases in service hours, mileage and ridership forecasts can be attributed to the planned service improvements associated with new ferry services and the implementation of recommendations from the Long-Range Transit Plan (LRTP) and the Comprehensive Route Analysis (CRA). New Fast Ferry service started in the summer of 2017 from Bremerton to Seattle; service began in late 2018 from Kingston to Seattle and began in March 2021 from Southworth.

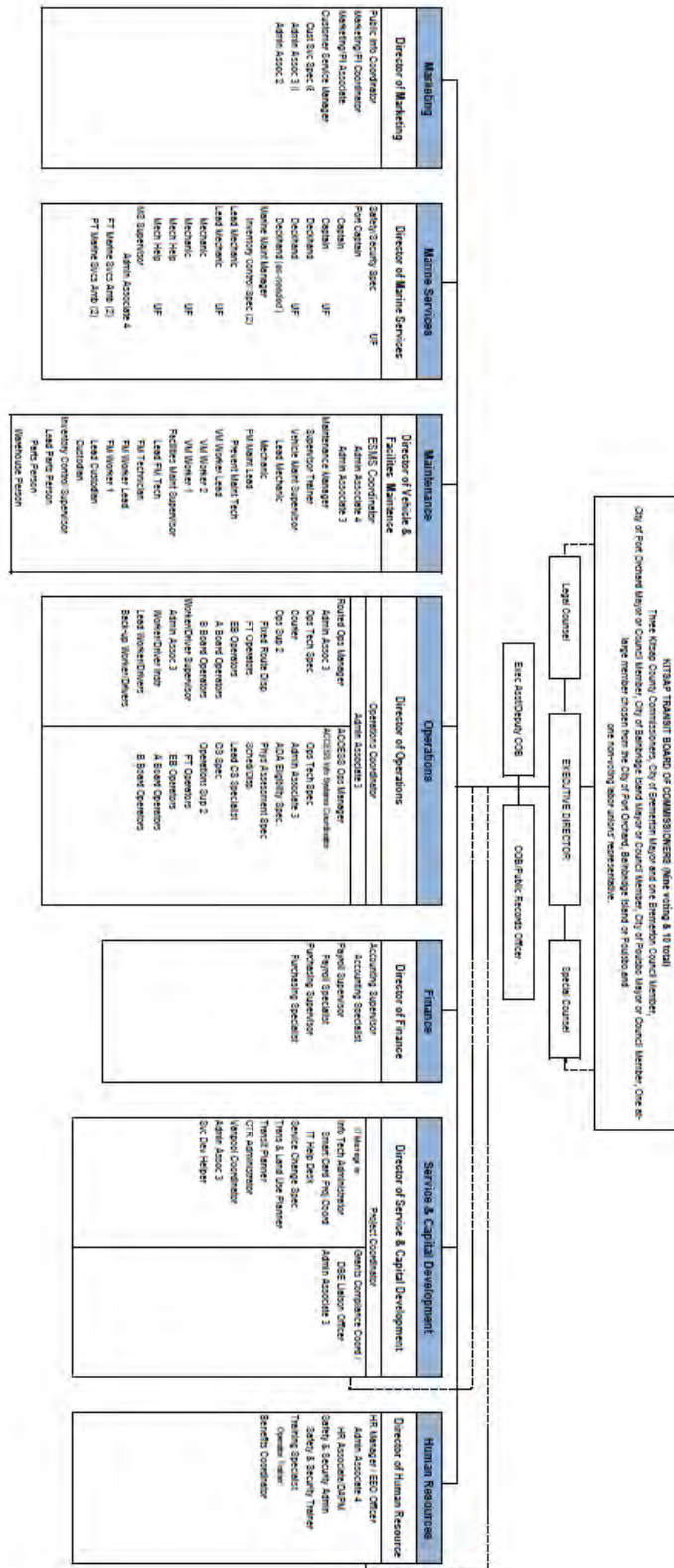
Kitsap Transit's Board of Commissioners Goals for 2023

- Attain a 5% increase in ridership
- Hire 45 new operators
- Implement a 10% increase in service hours
- Complete design for electric vessel
- Alternatives analysis for siting of marine maintenance facility
- ROW acquisition for P&R in Poulsbo
- Better communication link between KT and community



VanLink & Vanpool Vehicles

2023 Organizational Chart for Kitsap Transit



In 2022, Kitsap Transit employed full-time equivalent employees in the following departments:

- 3.0 Full-time equivalents in the Executive Division
- 218.7 Full-time equivalents in the Operations Division
 - Of these:
 - 119.5 were for Routed Service
 - 83.0 were for ACCESS Service
 - 16.2 were for Worker/Driver Service
- 57.0 Full-time equivalents in the Vehicle and Facilities Maintenance Division
- 13.0 Full-time equivalents in the Service Development Division
- 11.5 Full-time equivalents in the Finance Division
- 9.0 Full-time equivalents in the Human Resources Division
- 3.5 Full-time equivalents in the Capital Development Division
- 62.0 Full-time equivalents in the Marine Services Division
- 13.0 Full-time equivalents in the Marketing Division
- 390.7 Full-time equivalents as of 12/31/2022

Section II: Physical Plant

Kitsap Transit's administrative offices are located at 60 Washington Avenue, Suite 200 in Bremerton, WA, 98337. The agency's primary maintenance and operations facility is at 200 Charleston Boulevard, Bremerton, WA, 98312-4199. In addition, Kitsap Transit has a North Base at 21711 Vetter Road NW, Poulsbo, WA, 98370 and a South Base at 1430 Retsil Road, Port Orchard, WA, 98366. Routed and ACCESS operators report to the South Base and to the North Base for transit service in those areas.

Kitsap Transit also has a customer service office in the Bremerton Transportation Center (BTC), a major, multi-modal center serving buses, car ferries and passenger-only ferries, that opened in 2000 at 10 Washington Avenue in downtown Bremerton and a Call Center located in the Harborside Administration Bldg. A commuter-oriented, bicycle-storage facility, The Bike Barn at Bainbridge Island, opened in 1999 in the center of the Bainbridge Island Transfer Center. Renovations of The Bike Barn are completed (see cover page) and provide for an updated modern facility in line with current cycling standards.

The Appendices contain the completed forms for the state's public transportation management system for all Kitsap Transit's owned and contracted revenue vehicles and facilities.

Kitsap Transit owns 5 park and ride locations and leases 18 locations. The five owned locations are displayed below.

Name	Location	Stalls
Annapolis Ferry Terminal	1076 Beach Dr. E, Port Orchard	75
Georges Corner	27618 Hansville Rd NE, Kingston	225

Harper	10384 SE Sedgwick Rd, Port Orchard	462
North Viking Transit Center	21710 Vetter Rd NW, Poulsbo	265
Wheaton Way Transit Center	3915 Wheaton Way, Bremerton	162

Section III: Service Characteristics

In 2022, Kitsap Transit provided fixed route service, ADA-accessible demand response service (*ACCESS*), VanLink, Worker/Driver service, vanpool service, general public dial-a-ride service, on-demand and foot ferry service for parts of Kitsap County. Kitsap Transit's system map, in Appendix I, shows where Fixed Route service, On-Demand Ride services, and Kitsap Transit Foot Ferry (KTFF) service is offered.

The headways for routes that operated all day were usually one hour for local feeder routes and 30-45 minutes for trunk line routes. During commute hours, many of these all-day routes are also scheduled to meet Washington State Ferries (WSF) at the Bainbridge Island, Bremerton and Southworth terminals. Weekday service hours are from 4 a.m. to 10:00 p.m.

In 2017, Kitsap Transit introduced the Bremerton to Seattle Fast Ferry service and two new routes connecting to that service in Bremerton. In late 2018, the Kingston Fast Ferry service began linking Kingston to Seattle with six weekday round trips and two new routes. Kitsap Transit also began to offer an on-demand service linking areas around Kingston to the new ferry service.

On Saturdays, 18 fixed routes were operated on one-hour headways between 10 a.m. and 5:30 p.m. The Port Orchard to Bremerton Foot Ferry operates every 30 minutes on Saturdays. In 2019, Kitsap Transit implemented a 30-minute service frequency between Silverdale and Bremerton. In the summer of 2019 service frequency was increased on the Poulsbo to Bainbridge Island route to 30–40-minute frequency.

Kitsap Transit operates 35 Worker/Driver routes to the Puget Sound Naval Shipyard and Bangor Submarine Base.

2022 Highlights:

- ❖ ***Kitsap Transit continues to work towards restoring Sunday bus services as directed by the Board of Commissioners in 2021. The first service is to be in place by the fall of 2023**
- ❖ **In 2022, free youth fares were implemented system wide for those under the age of 19**
- ❖ **Commenced construction work on the new Silverdale Transit Center**
- ❖ **Two first place awards from American Public Transportation Association (APTA) for our COVID-19 marketing & communications campaigns**

Fares:

Cash fares are \$2 on Routed buses and the Kitsap Transit Foot Ferry (KTFF), payable with cash or E-purse funds loaded on an ORCA card. Cash fares are \$1 on Routed buses and the KTFF with a Reduced Fare or Regional Reduced Fare-qualified ORCA card or a Regional Reduced Fare Permit (RRFP) Card. Cash fares on *ACCESS* (demand response) buses and Dial-A-Ride services are \$2, and there is a \$1 surcharge for outlying area service in *ACCESS*. VanLink service is \$2.00 as well.

The Fast Ferry fares are below.

Fast Ferries	Eastbound	Westbound	Monthly Pass	
	Per trip fare		Fast Ferry only	Kitsap Transit Bus / Fast Ferry
Adult	\$2.00	\$10.00	\$168.00	\$196.00
Reduced Fare	\$1.00	\$5.00	\$84.00	\$98.00
Under the Age of 19	Free	Free	N/A	N/A

Reduced Fare Eligibility

Riders who meet the following criteria are eligible for a Reduced Fare ORCA Card:

- Low Income: Department of Social and Health Services (DSHS) low income, with proof of DSHS status and family size.
- The first Reduced Fare ORCA Card will be at no charge. Replacing a lost or stolen card will cost the user \$3.
- Riders are eligible to receive reduced fare by showing either a valid Medicare card or a Reduced Fare ORCA Card.

Riders who meet the following criteria are eligible for a Regional Reduced Fare ORCA Card:

- Medicare Card holder - A valid Medicare card issued by the Social Security Administration (Temporary)
- Senior – Age 65 or older with valid ID and completed Regional Reduced Fare Permit Application. First card is free. Replacement card is \$3.
- Disability – A completed Regional Reduced Fare Permit Application (first card is free, replacement card is \$3) and ONE of the following forms of verification:
 Verification of receipt of Social Security Disability Benefits or Supplemental Security Income Benefits due to disability (Temporary)
 Certification by the Veteran's Administration at a 40% or greater disability level
 Valid Medicare card issued by the Social Security Administration (Temporary)
 Valid Regional ADA Paratransit Card
 Valid ADA Paratransit card from outside the region (Temporary)
 Proof of current enrollment in a Washington State Individual Educational Program (IEP) (Temporary)

Monthly Passes

Monthly Bus Pass - \$50

Valid on KT Routed service, *ACCESS* (eligible riders only) and KTFF.

Fast Ferry Pass - \$168 for Fast Ferry Only and \$196 for Bus and Fast Ferry.

Reduced Fare Monthly Bus Pass - \$25

Reduced Fast Ferry Pass - \$84 for Fast Ferry Only and \$98 for Bus and Fast Ferry.

Reduced fare is valid on KT Routed service, *ACCESS* (eligible riders only), Fast Ferry and KTFF. Riders must qualify for and have a Reduced Fare or Regional Reduced Fare-qualified ORCA card to purchase.

Regional Monthly Puget Pass

Valid for fare on Kitsap, Everett, Pierce, Metro, Community and Sound Transit(s) up to the trip value.

When riding a service with a higher fare, the difference can be paid with cash or via ORCA E-purse. Many trip values are available. The most common for KT riders are:

- Puget Pass - \$2 each fare or \$72 a month or \$360 for eastbound and westbound with Fast Ferry service
- Reduced Fare Puget Pass - \$1 Fare or \$36 a month or \$180 for eastbound and westbound with Fast Ferry service

Riders who use WSF can add a monthly ferry pass to their ORCA card in combination with any of the passes above to pay their fare on all the systems they ride. There is also now a Regional all-day pass that can be purchased and loaded onto an Orca card for \$8.00. Reduced fare for Senior/Disabled is \$4.00 and must be loaded onto an RRFP Orca card.

Employees of the DOD who commute to work by bus, vanpool, or ferry (walk-ons or passengers in a vanpool on WSF) are eligible to be reimbursed up to the current TIP subsidy amount, per month, for their actual commuting costs. The reimbursement allows free rides on Routed bus, Worker/Driver bus, vanpool (up to the current TIP subsidy amount per the TIP guidelines), KTFF or *ACCESS* service.

Free Riders

- Youth under the age of 19
- Public Safety Officer - Any of the region's law enforcement personnel and firefighters in or out of uniform, on or off duty and inside or outside of their jurisdiction -- free of charge with identification available to show driver or deckhand.
- Personal-care attendants traveling with eligible disabled customers.
- Bikes ride free on Kitsap Transit buses and the Kitsap Transit Foot Ferry.

Vanpools

Vanpool rates are determined by the size of the van, the number of miles traveled on the vanpool route and the number of riders on board. A full listing of vanpool fares and information can be viewed on our website at <http://www.kitsaptransit.com/vanpool>

Worker/Driver Buses

The one-way cash fare on Worker/Driver (W/D) buses is \$3.00, payable with cash or ORCA card E-purse. W/D riders can also pay their fare with a \$97 KT W/D monthly bus pass loaded on an ORCA card. Monthly passes are valid on W/D routes as well as on Routed, *ACCESS* (eligible riders only) and the KTFF. Most W/D fares are paid by the DOD.

- Kitsap Transit has committed to incorporating new electric buses to the Worker/Driver Program in coming years
- We are rebuilding 40' coach buses that are beyond their useful life from our Routed system to replace older less efficient Worker/Driver buses



Rebuilt 40' Bus for Worker/Driver Service



Section IV: Service Connections



KT provides bus connection services at the following transportation facilities:

- Kitsap Transit's Fast Ferry arrival location in Seattle is a short distance from King County's Bus Routes 21, 55, 56, 57, 113, 121, 125, Rapid Ride C and H Lines, and the West Seattle and Vashon Island ferry routes.
- Bremerton Transportation Center (BTC) with connections to WSF, KTFF, Mason Transit and other KT bus routes
- Bainbridge Island Ferry Terminal with connections to WSF, Clallam Transit and other KT bus routes
- Kingston Ferry Terminal with connections to Jefferson Transit, WSF and other KT bus routes
- Southworth Ferry Terminal with connections to WSF
- Port Orchard Ferry Dock with connections to KTFF and other KT bus routes
- Annapolis Ferry dock with connections to KTFF
- West Bremerton Transit Center with connections to other KT bus routes
- East Bremerton Transit Center with connections to other KT bus routes
- Silverdale Transit Center with connections to other KT bus routes
- North Viking Transit Center with connections to other KT bus routes, Clallam and Jefferson Transit
- Purdy Park & Ride lot in Pierce County with connections to Pierce Transit routes 100 and 102

In addition, KT provides open-door service to many of the middle and high schools in its service area, as well as the Bremerton and Poulsbo branches of Olympic College. All but one of the W/D buses and many vanpool vans serve Puget Sound Naval Shipyard (PSNS)/Naval Base Kitsap. Other vanpools serve Naval Base Bangor along with one W/D bus.

Kitsap Transit operated Routed service and Worker/Driver service to 23 Park & Ride lots throughout Kitsap County in 2022.

Kitsap Transit operates on-demand/deviated fixed route services in the following areas:

The **Bainbridge Island Ride** (BIRide) service started in June 2014. The service provides on-demand/deviated fixed route service to the general public. It operates Monday-Friday from 8:45 a.m. to 3:30 p.m. and Saturdays from 9:00 a.m. to 6:00 p.m. More information can be found at:

<http://www.kitsaptransit.com/service/routed-buses/bi-ride>

South Kitsap Ride (SKRide) service commenced in 2015. It serves the McCormick Woods area of Port Orchard, parts of Bremerton and the County. The service offers connections to Routes 4 and 5. More information can be found at: <http://www.kitsaptransit.com/service/routed-buses/sk-ride>

Kingston Ride services begin operation in June 2017. The service is based upon a similar model as the South Kitsap Ride bus service. The Kingston Ride will offer connections to WSF ferries at Kingston and Kitsap Transit routes 302 and 307. More information can be found at:

<http://www.kitsaptransit.com/service/routed-buses/kingston-ride>

Kingston Ride Fast Ferry Commuter service began operation in November 2018. The Fast Ferry Commuter Service is a shared ride shuttle to and from Kingston Ferry Terminal. More information can be found at: <http://kitsaptransit.com/service/routed-buses/kingston-ride-fast-ferry-commuter>

Southworth Ride Fast Ferry Commuter service to connect with the new Passenger Only Ferry to Seattle which began service in March 2021. <https://www.kitsaptransit.com/service/routed-buses/southworth-ride-fast-ferry>

Nollwood Dial-A-Ride connects the Nollwood and Werner Road area with the West Bremerton Transfer Center. <https://www.kitsaptransit.com/service/routed-buses/nollwood-dial-a-ride>



Propane Powered ACCESS bus

Section V: Coordination with Local and Regional Plans

Kitsap Transit works closely with each of the jurisdictions within Kitsap County in the development of comprehensive plans. Staff comments on project applications through the State Environmental Policy Act (SEPA) process to improve access to transit. Kitsap Transit also works closely with local jurisdiction in the development of Centers through the Vision 2050 goals and policies. The Long-Range Transit Plan (LRTP) was developed in close coordination with the local Community Development Departments among other organizations.

The LRTP was adopted by the Kitsap Transit Board of Commissioners in December 2022. The LRTP was developed using planning recommendations from local comprehensive plans, the PSRC Regional Transportation Plan (RTP), Vision 2050, and the PRTPO RTP.

link to the LRTP and TDP: <https://www.kitsaptransit.com/agency-information/planning>

The Transit Development Plan (TDP) is derived from the LRTP goals.

Kitsap Transit is a member of the Kitsap Regional Coordinating Council (KRCC), Puget Sound Regional Council (PSRC), and the Peninsula Regional Transportation Planning Organization (PRTPO). Kitsap Transit staff are members of the KRCC Land Use Technical Advisory Committee (LUTAC) and the Transportation Advisory Committee (TRANSTAC). Kitsap Transit is a member of several committees at the PSRC and is the lead planning agency for the PRTPO.



Section VI: Activities in 2022

In 2022, we addressed RCW 47.04.280 Transportation System Policy Goals through the following action strategies:

1. Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

- Added additional Bremerton to Seattle Fast Ferry service to augment the WSF ferry
- Started midlife refurbishment of the M/V Solano used in the Fast Ferry program
- Conducted preventative maintenance on 9 ferry vessels including engine and jet replacements
- Conducted preventative maintenance on four Kitsap Transit owned or leased ferry terminals
- Received five (5) clean diesel forty foot (40') routed coaches starting service in Q-1 2023
- Ordered ten (10) battery electric coaches five (5) for routed service five (5) for worker driver service
- Maintained fund 3 months operating reserve to improve Kitsap Transit's ability to respond to changes in sales tax revenue
- Continued to achieve high standards in preventative maintenance of our revenue vehicles with almost no missed trips
- Maintained \$6.0 million in capital reserve to support ongoing capital improvement projects

2. Safety: To provide for and improve the safety and security of transportation customers and the transportation system.

- Developed needed policies and procedures for safe use and maintenance of battery electric vehicles.
- Implemented three (3) tier high voltage training
- Continued the Entry-Level Driver Training Program to comply with the US DOT and FMCSA regulations
- Continued upgrading park and ride camera systems to improve customer safety
- Updated the Kitsap Transit Safety and Security Plan with input, review, and approval from the Agency's Safety Committee
- Secured a contract with Allied Security to monitor and patrol Kitsap Transit Facilities
- Hired Two additional safety staff (Safety and Security Trainer and Operator Trainer) to address growing safety and training needs

3. Mobility: To improve the predictable movement of goods and people throughout Washington State.

- Continued to provide service on all modes while increasing service towards pre-COVID-19 levels based on operator availability
- Transit Board approved the Sunday service implementation plan with the first routed service to begin by the fall of 2023
- Implemented Sunday ferry service between Bremerton and Port Orchard

4. Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

- Completed Electric Bus Infrastructure constructing 12 charging units at Charleston Base for electric buses
- Secured funding to install four inductive chargers at the new Silverdale Transit Center
- Ordered three (3) battery electric vehicles for Vanpool/Rideshare

5. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

- Adjusted routed service to meet fluid demand changes as the progression of the pandemic evolved during the COVID-19 pandemic
- Implemented the next generation fare payment system (ORCA NextGen) in coordination with 7 transit agencies
- Maintained a blog webpage to inform passengers and the community about upcoming efforts
- Evaluated the system network at pandemic levels and worked strategically with customers on where and how to restore services
- Completed the Long-Range Transit Plan process with the Board and the Community (Vision Map – Section X)
- Early scoping process with the Federal Transit Administration for a long-term solution for ferry docking in Downtown Seattle
- Launched and maintained a blog to inform the public about agency services and projects



Newly Delivered Electric Routed Buses in early 2023

Section VII: Proposed Action Strategies, 2023 – 2028

The proposed changes in Section VI below are action strategies that reflect upon the following state Transportation Service Objectives.

1. Preservation: To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.

- Implement Kitsap Transit service levels in all modes to pre-COVID-19 levels to meet a growing community
- Conduct ongoing heavy maintenance on Fast Ferry and local ferry vessels
- Continue to purchase electric coaches to replace diesel powered coaches, when able to be supported by the electrical infrastructure
- Advance electrical infrastructure growth at Charleston Base and planning the North Base conversion
- Maintain system state of repair using our TAM Plan and long-range plans
- Replace non-revenue vehicles as needed throughout the system
- First quarter of 2023 receive 6 electric battery powered routed coaches
- Rebuild 6 Gillig Phantom coaches for use in the Worker-Driver program
- Replace diesel and older propane access buses with newer ultra-low NOx propane powered vehicles
- Expand ISO 14001 environmental certification from four (4) facilities to eight (8) facilities by 2028
- First quarter 2024 receive twelve (12) additional electric battery powered coaches for use in Routed and Worker-Driver service (first new worker driver buses purchased by Kitsap Transit)
- Research Battery electric buses for use as future access vehicles
- Have 34 ultra-low NOx propane ACCESS buses on the road by third quarter 2024
- Rebuild up to 17 Gillig Phantom coaches to extend life. While improving fuel economy through improvements to the electrical and cooling system.
- Replace VanLink and Vanpool program vehicles as required to meet growing demand
- Begin design of the North Base Heavy Maintenance Facility to improve operational efficiency and resilience
- South Base improvements including planning and design
- Southworth Ferry Terminal redevelopment, design and environmental planning
- Continue ferry dock preventative maintenance to maintain system reliability

2. Safety: To provide for and improve the safety and security of transportation customers and the transportation system.

- Maintain current security standards and update information to be included in the Kitsap County Hazard Mitigation Plan
- Perform yearly emergency drills
- Continue to meet and exceed U.S. Coast Guard regulatory requirements for ferry vessel operations
- Leverage bus operator simulator to improve operator performance and training

- Order new buses equipped with on-board video to capture incidents
- Integrate new security camera infrastructure to replace outdated security recording devices on 40 coaches in the fleet
- Continue to apply for applicable safety and security grants
- Continue the New Operator Training Program and implement the updated curriculum from WSTIP/TATPCO which is based on Safety Management System principles
- Implement a three-year rotating Advanced Operator Training Program that focuses on three dimensions of training; 1. Classroom and theory; 2. Practical closed course operation; and 3. Simulator driving training
- Continue to evaluate and update security technology as needed throughout the Kitsap Transit System
- Conduct annual Emergency Operation Center drill in cooperation with Kitsap County Department of Emergency Management, to ensure readiness
- To secure a contract to conduct a Hazard Risk mitigation assessment of Kitsap Transit's main facilities
- To rewrite Kitsap Transit's Safety Plan to reflect the upgrade to a Large Transit Provider based on the 2020 Census
- Upgrade surveillance camera systems at all Kitsap Transit public facilities

3. Mobility: To improve the predictable movement of goods and people throughout Washington State.

- Complete the environmental review process of the Seattle Waterfront Passenger Terminal to support future Fast Ferries for the Puget Sound Region
- Begin the design of the Seattle Waterfront Passenger Terminal
- Complete the Silverdale Transit Center to improve service to the Silverdale Regional Center
- Process the design, planning and right of way work for a new Port Orchard Transit Center to replace the outdated facility used today
- Begin the design, environmental review and right of way acquisition for the Johnson Road Park and Ride – once completed, move towards construction
- Conclude the ROW acquisition, design and construction of the new Ruby Creek Park and Ride along the Highway 16 corridor to support reduced traffic in Gorst
- Plan, Design and begin right of way activities for a West Bremerton Hydrogen Fueling and Park and Ride Facility
- Move forward with the ROW acquisition, design, and construction of a new Park and Ride along the Highway 104 and Bond Road to support reduced traffic in Kingston
- Complete the Seattle Waterfront Passenger Terminal
- Implement new technology for ride services passenger communications
- Implement Sunday service
- Design and construction of the Day Road Park & Ride along SR 305

4. Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

- Reduce greenhouse gas emissions by 50% of 2015 levels by 2030
- Locate, design and install induction chargers at Charleston Base to support the electrification of the fleet
- Upgrade electric infrastructure to accommodate 18 additional electric charging stations
- Develop an electric battery powered fast ferry

5. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

- Install inductive charging systems at transit centers to maximize electric vehicle utilization
- Locate and acquire right of way for a transit bus operator training facility to replace the outdated and obsolete building at South Base
- Research Hydrogen vehicle technologies and systems ensure diversification of the fleet in case of a disaster
- Complete the design for a new heavy duty maintenance facility at North Base to ensure full system efficiency, electric vehicle maintenance and continuity of operations
- Complete study of a new or improved Port Orchard Transit Center to address growing demands due to population increases in the South Kitsap area
- Conduct location, design, and environmental review for a heavy-duty maintenance facility for ferry vessels to improve service reliability
- Further explore options for a new central operations and maintenance base to allow Kitsap Transit to meet growing demand in accordance with Vision 2050
- Conduct an origin-destination study to obtain validated data on post-pandemic travel patterns on bus and ferry services
- Implement a mobile-friendly website and/or app for passengers, leveraging new technologies



Future Silverdale Transit Center

Section VIII: Capital Planning

	2024			2025			2026		
	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>
Vehicles	\$10,000,000	\$3,500,000	\$13,500,000	\$9,000,000	\$3,500,000	\$12,500,000	\$8,000,000	\$1,600,000	\$9,600,000
Passenger Ferry Vessels	\$8,000,000	\$2,000,000	\$10,000,000	\$6,000,000	\$1,000,000	\$7,000,000	\$900,000	\$500,000	\$1,400,000
Operations Bases	\$4,200,000	\$3,000,000	\$7,200,000	\$6,550,000	\$1,400,000	\$7,950,000	\$12,000,000	\$2,500,000	\$14,500,000
Passenger Ferry Terminals	\$8,500,000	\$11,500,000	\$20,000,000	\$3,800,000	\$1,000,000	\$4,800,000	\$5,000,000	\$5,000,000	\$10,000,000
Park & Ride/Transit Centers	\$10,000,000	\$8,000,000	\$18,000,000	\$7,100,000	\$13,000,000	\$20,100,000	\$6,000,000	\$1,200,000	\$7,200,000
Equipment and Systems - Ferry	\$900,000	\$300,000	\$1,200,000	\$550,000	\$150,000	\$700,000	\$475,000	\$100,000	\$575,000
Equipment and Systems - Bus	\$500,000	\$8,900,000	\$9,400,000	\$750,000	\$150,000	\$900,000	\$500,000	\$150,000	\$650,000
Total Capital Program	\$42,100,000	\$37,200,000	\$79,300,000	\$33,750,000	\$20,200,000	\$53,950,000	\$32,875,000	\$11,050,000	\$43,925,000
	2027			2028			2029		
	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>	<u>Grant Funding</u>	<u>Local Funding</u>	<u>Total</u>
Vehicles	\$8,000,000	\$1,600,000	\$9,600,000	\$8,000,000	\$1,600,000	\$9,600,000	\$8,000,000	\$1,600,000	\$9,600,000
Passenger Ferry Vessels	\$900,000	\$120,000	\$1,020,000	\$900,000	\$120,000	\$1,020,000	\$9,000,000	\$6,000,000	\$15,000,000
Operations Bases	\$500,000	\$100,000	\$600,000	\$2,000,000	\$425,000	\$2,425,000	\$10,000,000	\$2,000,000	\$12,000,000
Passenger Ferry Terminals	\$30,000,000	\$6,000,000	\$36,000,000	\$25,000,000	\$5,000,000	\$30,000,000	\$10,000,000	\$2,000,000	\$12,000,000
Park & Ride/Transit Centers	\$1,250,000	\$350,000	\$1,600,000	\$875,000	\$250,000	\$1,125,000	\$1,250,000	\$350,000	\$1,600,000
Equipment and Systems - Ferry	\$475,000	\$100,000	\$575,000	\$475,000	\$100,000	\$575,000	\$475,000	\$100,000	\$575,000
Equipment and Systems - Bus	\$500,000	\$150,000	\$650,000	\$500,000	\$150,000	\$650,000	\$500,000	\$150,000	\$650,000
Total Capital Program	\$41,625,000	\$8,420,000	\$50,045,000	\$37,750,000	\$7,645,000	\$45,395,000	\$39,225,000	\$12,200,000	\$51,425,000

Kitsep Transit is awarded \$2,500,000 in Transportation Development Credits annually to use toward qualified project matching funds and has a Capital project reserve fund to help offset local contributions towards grant matches.

Section IX: Operating Data, 2022 – 2028

<u>Fixed Route Service</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Revenue vehicle hours	92,118	101,330	113,489	122,569	127,471	132,570	137,873
Total vehicle hours	108,319	119,151	133,449	144,125	149,890	155,886	162,121
Revenue vehicle miles	1,779,554	1,957,509	2,192,411	2,367,803	2,462,516	2,561,016	2,663,457
Total vehicle miles	2,224,870	2,447,357	2,741,040	2,960,323	3,078,736	3,201,885	3,329,961
Passenger trips	888,010	1,200,000	1,440,000	1,612,800	1,741,824	1,811,497	1,883,957
<i>Fatalities</i>	0	Bio-Diesel fuel consumed (gal)			376,913		
<i>Reportable injuries</i>	0	Electricity (kilowatt hrs)			30,244		
<i>Collisions</i>	1						
<u>Demand Response Service</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Revenue vehicle hours	76,822	70,000	72,500	75,000	80,000	80,000	80,000
Total vehicle hours	88,795	80,000	82,000	85,000	90,000	90,000	90,000
Revenue vehicle miles	1,183,082	1,000,000	1,300,000	1,310,000	1,320,000	1,330,000	1,340,000
Total vehicle miles	1,382,321	1,100,000	1,625,000	1,655,000	1,700,000	1,710,000	1,720,000
Passenger trips	224,028	175,000	200,000	310,000	311,000	312,000	315,000
Fatalities	0	Bio-Diesel fuel consumed (gal)			21,145		
Reportable injuries	0	Gasoline consumed (gal)			3,090		
Collisions	1	Propane			200,715		
<u>Worker/Driver Service</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Revenue vehicle hours	16,395	16,500	16,500	16,500	16,500	16,500	16,500
Total vehicle hours	20,315	21,000	21,000	21,000	21,000	21,000	21,000
Revenue vehicle miles	359,375	365,000	365,000	365,000	365,000	365,000	365,000
Total vehicle miles	393,933	400,000	400,000	400,000	400,000	400,000	400,000
Passenger trips	215,938	259,126	269,491	280,270	291,481	303,140	315,266
Fatalities	0	Bio-Diesel fuel consumed (gal)			85,512		
Reportable injuries	0						
Collisions	0						
<u>Vanpool Service</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Revenue vehicle hours	16,139	17,753	19,528	20,505	21,530	22,606	23,737

Total vehicle hours	16,139	17,753	19,528	20,505	21,530	22,606	23,737
Revenue vehicle miles	484,203	532,623	585,886	615,180	645,939	678,236	712,148
Total vehicle miles	484,203	532,623	585,886	615,180	645,939	678,236	712,148
Passenger trips	75,487	86,810	104,172	109,381	114,850	120,592	126,622
Fatalities	0	Gasoline consumed (gal)			31,894		
Reportable injuries	0						
Collisions	0						

<u>Foot Ferry Service</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Revenue vehicle hours	6,462	6,500	6,500	6,500	6,500	6,500	6,500
Total vehicle hours	6,646	6,700	6,700	6,700	6,700	6,700	6,700
Revenue vehicle miles	46,083	47,000	47,000	47,000	47,000	47,000	47,000
Total vehicle miles	47,488	48,000	48,000	48,000	48,000	48,000	48,000
Passenger trips	283,954	300,000	300,500	300,600	300,700	300,800	301,000
Fatalities	0	Diesel fuel consumed (gal)			47,962		
Reportable injuries	0						
Collisions	0						

<u>Fast Ferry Service</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>
Revenue vehicle hours	8,428	8,500	7,650	7,650	7,650	7,650	7,650
Total vehicle hours	9,060	9,200	8,280	8,280	8,280	8,280	8,280
Revenue vehicle miles	218,274	220,000	198,000	198,000	198,000	198,000	198,000
Total vehicle miles	230,307	232,500	209,250	209,250	209,250	209,250	209,250
Passenger trips	510,942	654,006	719,406	762,571	793,074	824,796	857,788
Fatalities	0	Diesel fuel consumed (gal)			1,131,254		
Reportable injuries	0						
Collisions	0						

Safety related data (fatalities, injuries, and collisions) based on NTD definitions.

<u>Taxi</u>	<u>2022</u>						
Revenue vehicle hours	1,239	Revenue vehicle miles	38,681	Passenger trips		3,199	
Total vehicle hours	1,239	Total vehicle miles	38,681				

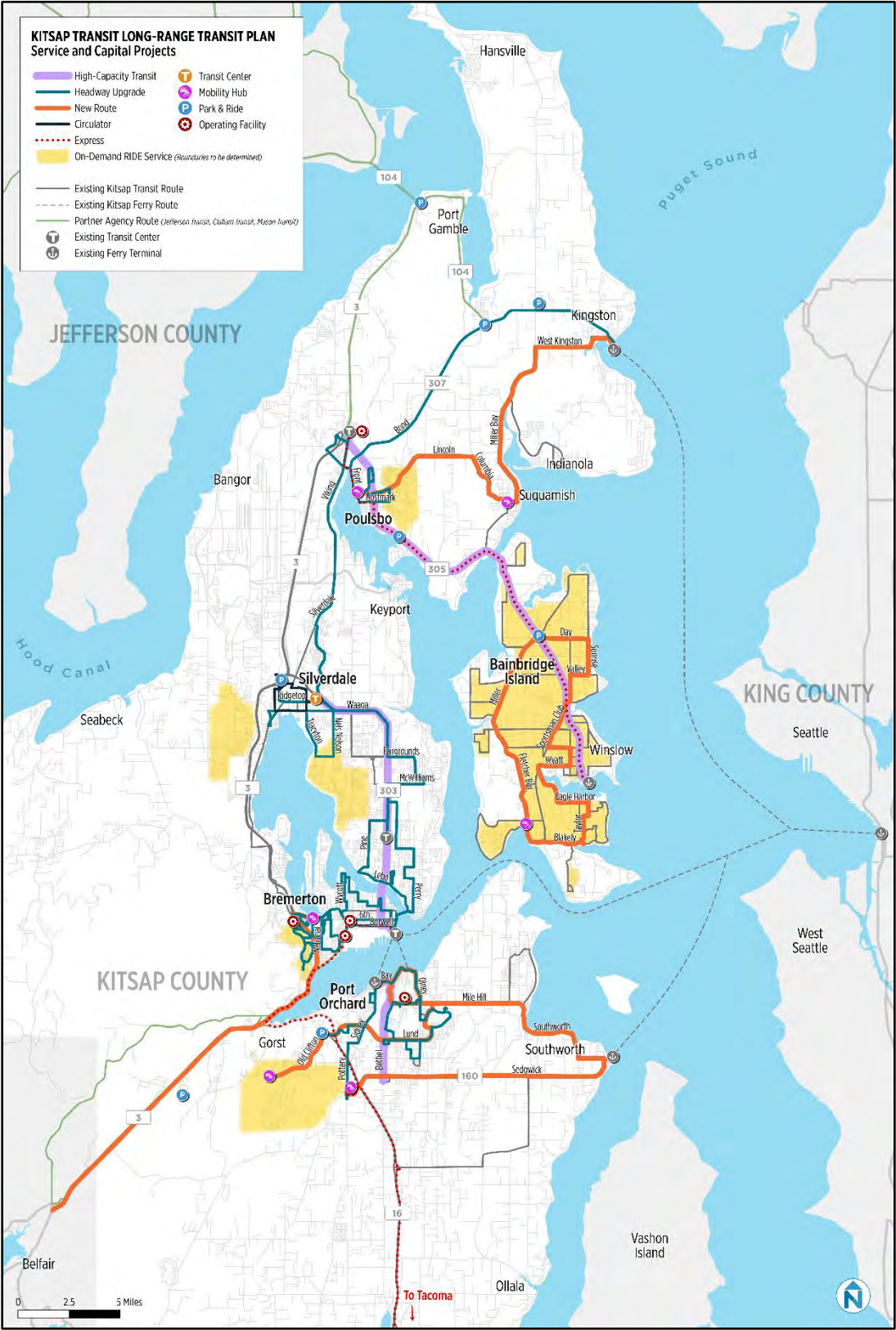
Section X: Operating Revenues and Expenditures, 2022 – 2028

Transit Development Plan - Final

Section IX - Operating Revenues and Expenditures (2022 - 2028) (Dollars in thousands)

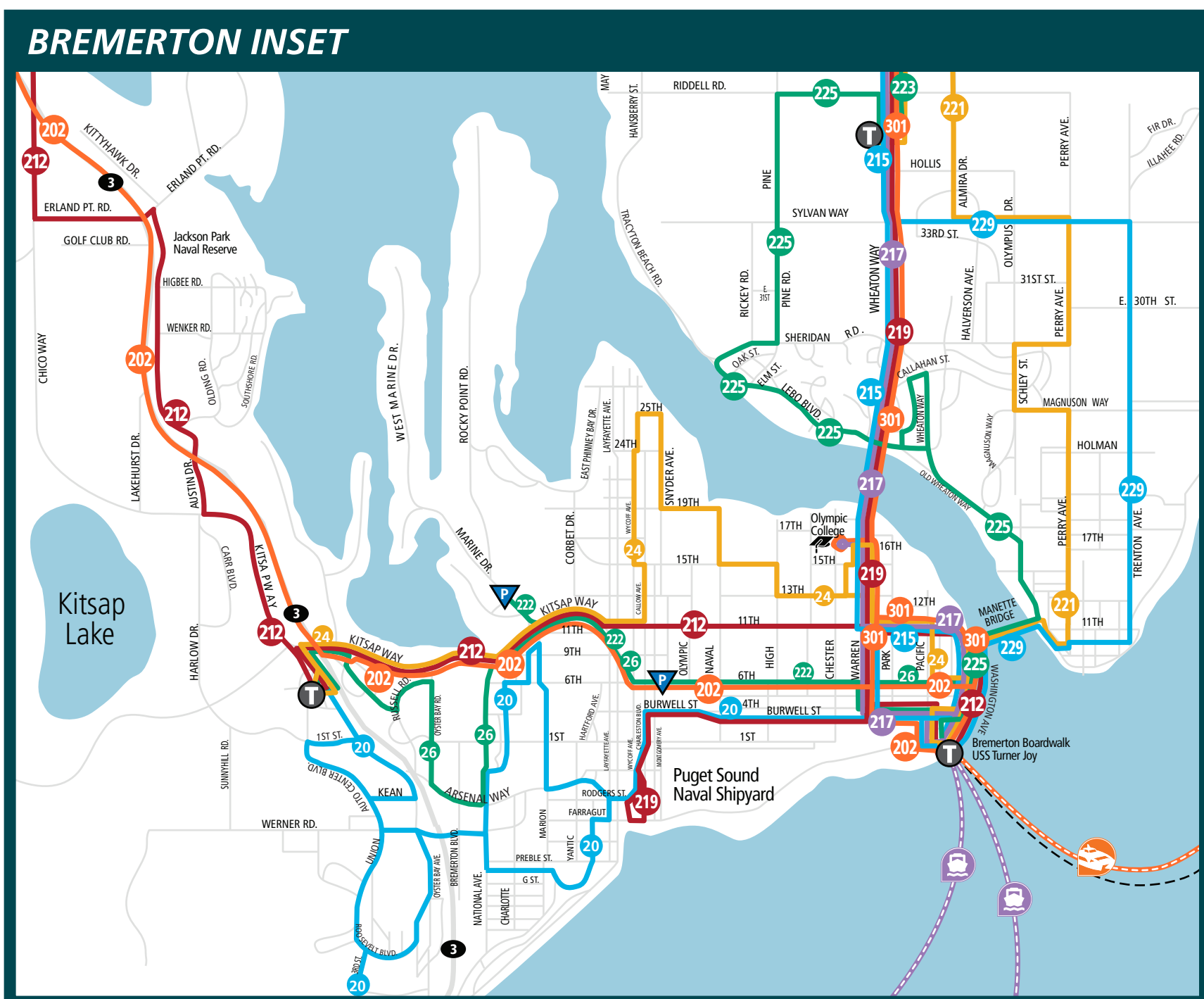
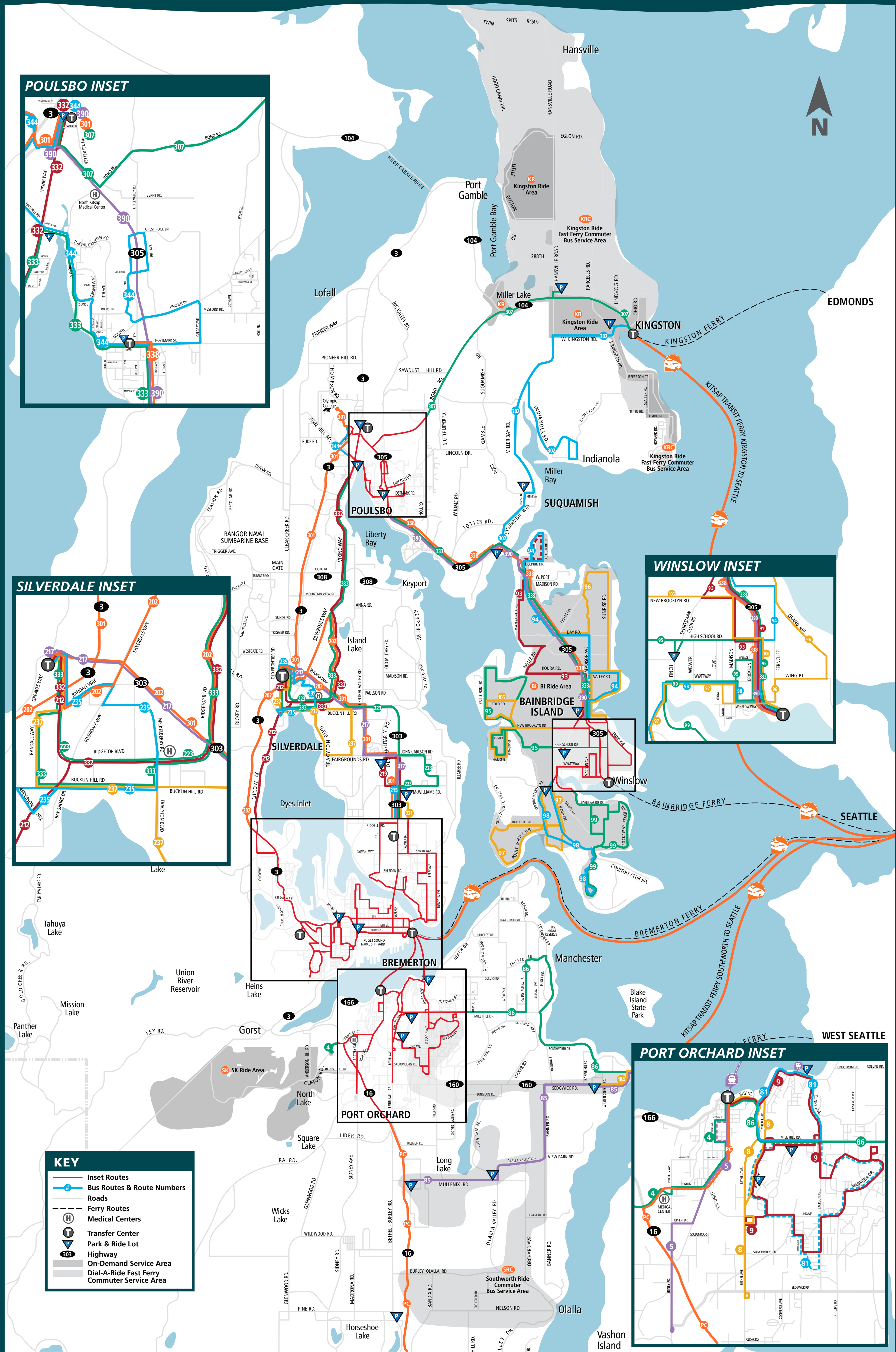
	Actual 2022	Budget 2023	Outlook				
			2024	2025	2026	2027	2028
REVENUES							
FARES - ROUTED	1,210	1,134	1,207	1,219	1,232	1,244	1,256
FARES - WORKER DRIVER	789	840	819	827	836	844	853
FARES - VANPOOL	184	168	159	161	162	164	166
FARES - DEMAND RESPONSE	184	156	201	203	205	207	209
FARES - FERRY	2,953	2,880	3,176	3,335	3,502	3,678	3,862
PARKING REVENUE	163	162	210	212	215	217	219
ADVERTISING REVENUE	6	-	-	-	-	-	-
RENTAL INCOME	525	516	527	427	427	377	327
SALES TAX - NET	76,787	78,101	80,666	83,490	86,412	89,437	92,567
OPERATING GRANTS	5,988	3,991	5,182	5,182	5,182	5,182	5,182
INTEREST INCOME	1,187	720	750	726	743	772	810
OTHER INCOME (EXPENSE)	68	12	12	12	12	12	12
TOTAL REVENUES	90,045	88,680	92,910	95,794	98,927	102,133	105,463
OPERATING EXPENSES							
ROUTED SERVICE	25,392	30,642	30,818	32,359	33,977	35,676	37,460
WORKER DRIVER	4,265	5,155	4,626	4,857	5,100	5,355	5,623
VANPOOL	1,224	1,618	1,487	1,561	1,639	1,721	1,807
DEMAND RESPONSE	14,267	17,876	18,327	19,243	20,205	21,215	22,276
FERRY	18,498	21,509	20,648	21,682	22,767	23,906	25,101
TOTAL OPERATING EXPENSES	63,646	76,800	75,906	79,702	83,688	87,873	92,267
NET CASH AVAILABLE FROM OPERATIONS	26,399	11,880	17,004	16,092	15,239	14,260	13,196
BEGINNING UNRESTRICTED RESERVES	48,493	69,272	64,414	46,749	42,461	42,936	45,069
NET CASH AVAILABLE FROM OPS	26,399	11,880	17,004	16,092	15,239	14,260	13,196
PRINCIPAL AND INTEREST PAYMENT	(4,024)	(4,040)	(3,736)	(3,723)	(3,714)	(3,708)	(3,694)
CAPITAL EXPENDITURES, NET	(8,361)	(52,429)	(37,200)	(20,200)	(11,050)	(8,420)	(7,645)
RESERVES	11,475	30,725	6,267	3,544	-	-	-
OTHER, NET	(7,880)	-	-	-	-	-	-
ENDING UNRESTRICTED RESERVES	66,101	55,407	46,749	42,461	42,936	45,069	46,926

Section XI: Transit System Vision Map



Appendix I: Routed System Map

Kitsap Transit System Map



9	South Park
93	Manzanita
212	Bremerton/Silverdale West
219	Crossroads
332	Poulsbo/Silverdale

20	Navy Yard City
81	Annapolis Commuter
94	Agate Point
98	Fort Ward
215	McWilliams
229	Trenton
235	East Silverdale Old Town
302	Kingston/Суquamish Fast Ferry
344	Poulsbo Central

8	Bethel
24	Olympic College
96	Sunrise
97	Crystal Springs
106	Fletcher Bay
184	Harper Shuttle
221	Perry Avenue
237	West Silverdale/Fairgrounds

5	Sidney
85	Mullenix Express
217	Bremerton/Silverdale East
390	Poulsbo/Bainbridge
	Local Foot Ferries

4	Tremont
26	Bay Vista
86	Southworth Shuttle
95	Battle Point
99	Bill Point
222	Gateway Express
223	Kariotis
225	Sheridan Park
307	Kingston/North Viking Fast Ferry
333	Silverdale/Bainbridge

202	Central Kitsap Fast Ferry
301	North Kitsap Fast Ferry
338	Gateway/Bainbridge Express
	Fast Ferry Bremerton - Seattle
	Fast Ferry Kingston - Seattle
	Fast Ferry Southworth - Seattle
PC	Purdy Connection

KRC	Kingston Ride Fast Ferry Commuter
SRC	Southworth Ride Fast ferry Commuter
KR	Kingston Ride
SK	SK Ride
BI	BI Ride

This map is intended for general transit information only, and subject to change. Refer to individual schedules for specific information.

Appendix II: Equipment & Facilities Asset Inventory

Owned Equipment Inventory Form

Support vehicles and equipment with a acquisition value greater than \$50,000.
Refer to instructions tab for equipment code.

Agency/org: Kitsap Transit Inventory year: 2022

No.	Eqpmt. Code	Equipment description	Condition (points)	Age (years)	Remaining useful life (years)	Replacement cost (\$)	Comments
1	9	2018 Alignment Equipment	4	5	7	\$79,115	
2	9	70Q ROTARY INFLOOR LIFT	3	21	5	\$152,939	
3	4	Automatic Passenger Counters	4	8	7	\$475,398	
4	10	DIST SIGNS	2	29	3	\$222,881	
5	9	Oil Analysis System	3	9	5	\$62,975	
6	15	Onan Generator	3	23	5	\$110,250	
7	4	Opticom System Upgrade	3	9	5	\$285,239	
8	15	South Base Generator	4	9	5	\$65,489	
9	8	Radio Controller/Repeaters	3	20	10	\$125,575	
10	8	Add'l Cost Changing to Cencom	5	13	7	\$75,411	
11	3	Security System (MULLENIX P/R)	2	18	5	\$110,250	
12	4	Transit Fleet Software	4	8	7	\$111,573	
13	4	Access Data Terminals	3	7	5	\$145,265	
14	4	ORCA System Capital Improvements	1	6	5	\$181,141	
15	4	Automatic Passenger System	4	4	7	\$295,757	
16	8	Radio Upgrade System	5	4	10	\$1,136,678	
17	9	North Base Oil Monitoring System	5	1	5	\$54,430	

18	5	1995 CMD / CHEVY TRUCK K2PU	2	27	PAST	\$60,000	VEH# 12 (VIN) 1GBJK34N4SE131576
19	5	1998 GMC / FUEL TANK TRUCK	3	24	0	\$120,000	VEH#14 (VIN) 1GDM7H1C7WJ519114
20	5	2002 INTERNATIONAL / 4200 VT365	3	20	4	\$80,000	VEH#16 (VIN) 1HTMLAFM43H577504
21	5	2002 INTERNATIONAL / 4200 VT365	3	20	4	\$80,000	VEH#17 (VIN) 1HTMLAFM63H577505
22	5	2003 INTERNATIONAL / FUEL TRUCK	3	19	5	\$120,000	VEH#18 (VIN) 1HTMKAAR73H601445
23	5	2003 FORD / F350 TRUCK	3	19	PAST	\$30,000	VEH#19 (VIN) 1FTSF31PX3EC58442
24	5	2004 FORD / F350 TRUCK	4	18	PAST	\$30,000	VEH#20 (VIN) 1FTSF31P94ED13125
25	5	2008 FORD / F450 SHOP TRUCK	4	14	0	\$49,000	VEH#21 (VIN) 1FDXF47R78EE58086
26	5	2011 FORD / F450 SHOP TRUCK	4	11	3	\$49,000	VEH#22 (VIN) 1FD0X4GT3BEB33033
27	5	2012 FORD / ESCAPE NON HYBRID	4	10	4	\$24,885	VEH#23 (VIN) 1FMCU9C73CKB33600
28	5	2013 FORD / F150 PU W/CANOPY	4	9	5	\$25,000	VEH#24 (VIN) 1FTPP1CF6DKE57571
29	5	2013 FORD / F150 PU W/CANOPY	4	9	5	\$25,000	VEH#25 (VIN) 1FTPP1CF4DKE57570
30	5	2015 FORD / F250 TRUCK	4	7	7	\$33,000	VEH#26 (VIN) 1FT7X2A6XFEB63940
31	5	2015 FORD / F250 TRUCK	4	7	7	\$33,000	VEH#27 (VIN) 1FT7X2A61FEB63941
32	5	2016 FORD / F250 TRUCK SHOP	4	6	8	\$45,000	VEH#28 (VIN) 1FTBF2B60GED00929
33	5	2016 FORD / F250 TRUCK SHOP	4	6	8	\$45,000	VEH#29 (VIN) 1FTBF2B60GED00928
34	5	2017 FORD / DUMP TRUCK	4	5	19	\$48,098	VEH#30 (VIN) 1FDUF5HT3HED20645
35	5	2019 FORD / F350 TRUCK	4	3	11	\$35,000	VEH#31 (VIN) 1FT8X3A62KEC43947
36	5	2019 TYMCO / SWEEPER TRUCK	5	3	11	\$185,000	VEH#32 (VIN) jalc4w167k7k01118
37	5	2020 FORD/TRANSIT VAN-CARGO	5	2	7	\$48,845	VEH#33 (VIN) 1FTRS4UG7LKB17695
38	5	2021 FORD/F550 TRUCK	5	1	14	\$52,600	VEH# 34 (VIN) 1FDUF5HT1NEC16358
39	5	2002 TOYOTA / PRIUS	3	20	PAST	\$24,325	VEH#150 (VIN) JT2BK12U820055476
40	5	2002 TOYOTA / PRIUS	3	20	PAST	\$24,325	VEH#151 (VIN) JT2BK12U020055617
41	5	2002 TOYOTA / PRIUS	3	20	PAST	\$24,325	VEH#152 (VIN) JT2BK12UX20055754
42	5	2002 TOYOTA / PRIUS	3	20	PAST	\$24,325	VEH#153 (VIN) JT2BK12UX20055883
43	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH#160 (VIN) JHMES966X5S004311
44	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH# 161 (VIN) JHMES966X5S005491
45	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH# 162 (VIN) JHMES96695S001786
46	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH# 163 (VIN) JHMES96655S004314
47	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH# 164 (VIN) JHMES96675S000992
48	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH# 165 (VIN) JHMES96645S004062
49	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH# 166 (VIN) JHMES96665S001986
50	5	2005 HONDA / CIVIC HYBRID ELECT	3	17	PAST	\$30,000	VEH# 167 (VIN) JHMES96685S001665
51	5	2008 FORD/ FOCUS	3	14	0	\$19,000	VEH#170 (VIN) 1FAHP35N98W230851
52	5	2008 FORD/ FOCUS	3	14	0	\$19,000	VEH#171 (VIN) 1FAHP35N08W230852
53	5	2008 FORD/ FOCUS	3	14	0	\$19,000	VEH#172 (VIN) 1FAHP35N28W230853
54	5	2008 FORD/ FOCUS	3	14	0	\$19,000	VEH#173 (VIN) 1FAHP35N48W230854
55	5	2008 FORD / ESCAPE	3	14	0	\$24,885	VEH#180 (VIN) 1FMCU59H18KE43566
56	5	2008 FORD / ESCAPE	3	14	0	\$24,885	VEH#181 (VIN) 1FMCU59H38KE43567
57	5	2012 FORD / ESCAPE NON HYBRID	3	10	4	\$24,885	VEH#182 (VIN) 1FMCU9C76CKB33610
58	5	2012 FORD / ESCAPE NON HYBRID	3	10	4	\$24,885	VEH#183 (VIN) 1FMCU975CKB33615

59	5	2020 FORD/TRANSIT VAN	5	2	13	\$61,000	VEH#184 (VIN) 1FMZK2C82LKA63989
60	5	2020 FORD/TRANSIT VAN	5	2	13	\$61,000	VEH#185 (VIN) 1FMZK2C89LKA63990
61	5	2020 FORD/TRANSIT VAN	5	2	13	\$61,000	VEH#186 (VIN) 1FMZK2C82LKA63992
62	5	2020 FORD/TRANSIT VAN	5	2	13	\$61,000	VEH#187 (VIN) 1FMZK2C80LKA63991
63	5	2003 FORD / ECONOLINE 350 20'	2.5	19	PAST	\$35,000	VEH#515 (VIN) 1FDSS34F73HB09284
64	5	2003 FORD / ECONOLINE 350 20'	2	19	PAST	\$35,000	VEH#519 (VIN) 1FDSS34F43HB09288
65	5	2004 FORD / ECONOLINE 350 20-	3	18	PAST	\$35,000	VEH#531 (VIN) 1FDNE31P84HA55805
66	5	2004 FORD / ECONOLINE 350 20-	3	18	PAST	\$35,000	VEH#539 (VIN) 1FDNE31P74HA55813
67	5	2004 FORD / ECONOLINE 350 20'	2	18	PAST	\$35,000	VEH#557 (VIN) 1FDNE31P94HA55831
68	5	2004 FORD / ECONOLINE 350 20'	2	18	PAST	\$35,000	VEH#560 (VIN) 1FDNE31P44HA55834
69	5	2004 FORD / ECONOLINE 350 20'	2	18	PAST	\$35,000	VEH#564 (VIN) 1FDSS31P74HA55838
70	5	2004 FORD / CLUB WAGON	3	18	PAST	\$35,000	VEH#579 (VIN) 1FDNE31P14HB40758
71	5	2004 FORD / CLUB WAGON	3	18	PAST	\$35,000	VEH#581 (VIN) 1FDNE31PX4HB40760
72	5	2006 FORD / ECONOLINE 350 20-	3	16	PAST	\$35,000	VEH#583 (VIN) 1FDNE31PX6HA09847
73	5	2006 FORD / ECONOLINE 350 20-	3	16	PAST	\$35,000	VEH#599 (VIN) 1FDNE31P86DA36942
74	5	2008 FORD / E31 CLUB VAN	3	14	1	\$35,000	VEH#624 (VIN) 1FDNE31L88DB40119
75	5	2008 FORD / E31 CLUB VAN	3	14	1	\$35,000	VEH#626 (VIN) 1FDNE31L68DB40121
76	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2000 (VIN) 5TDKK4CC0AS302676
77	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH#2003 (VIN) 5TDKK4CC6AS303282
78	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2005 (VIN) 5TDKK4CC5AS303404
79	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH#2012 (VIN) 5TDKK4CC0AS303522
80	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2013 (VIN)-5TDKK4CC9AS302983
81	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2014 (VIN)-5TDKK4CC9AS303535
82	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2015 (VIN)-5TDKK4CC6AS303671
83	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2017 (VIN)-5TDKK4CC7AS303811
84	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2019 (VIN)-5TDKK4CC5AS304231
85	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2021 (VIN)-5TDKK4CC9AS304250
86	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2023 (VIN)-5TDKK4CC0AS304279
87	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2025 (VIN)-5TDKK4CC8AS301372
88	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2026 (VIN)-5TDKK4CC0AS301558
89	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2032 (VIN)-5TDKK4CC8AS301419
90	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2035 (VIN)-5TDKK4CC2AS301707
91	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2036 (VIN) 5TDKK4CCXAS301440
92	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2038 (VIN)-5TDKK4CC5AS302706
93	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2039 (VIN)-5TDKK4CC7AS302626
94	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2044 (VIN)-5TDKK4CC3AS302686
95	5	2010 TOYOTA / SIENNA VAN	3	12	3	\$32,000	VEH# 2045 (VIN)-5TDKK4CC8AS302747
96	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2102 (VIN) 1FDSS31L99DA86679
97	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2105 (VIN)-1FDSS31L59DA86677
98	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2106 (VIN)-1FDSS31L89DA866687
99	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2107 (VIN) 1FDSS31L69DA866686

100	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2112 (VIN)-1FDSS31L39DA86693
101	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2119 (VIN)-1FDNE31L39DA86665
102	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2124 (VIN) 1FDNE31L69DA86675
103	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2125 (VIN)-1FDNE31L09DA86669
104	5	2009 FORD / 350 VAN	3	13	2	\$35,000	VEH# 2128 (VIN)-1FDNE31L59DA86666
105	5	2013 FOMOCO E350 / RAISED ROOF	4	9	6	\$35,000	VEH# 2131 (VIN) 1FTDS3EL8DDB34849
106	5	2013 FOMOCO E350 / RAISED ROOF	4	9	6	\$35,000	VEH# 2132 (VIN)-1FTDE3EL4DDB34662
107	5	2013 FOMOCO E350 / RAISED ROOF	4	9	6	\$35,000	VEH# 2133 (VIN)-1FTDE3EL6DDB34663
108	5	2013 FOMOCO E350 / RAISED ROOF	4	9	6	\$35,000	VEH# 2134 (VIN)1FTDE3EL8DDB34664
109	5	2013 FOMOCO E350 / RAISED ROOF	4	9	6	\$35,000	VEH # 2137 (VIN) 1FTDE3EL3DDB34667
110	5	GILLIG / GILLIG 35'	3	19	6	\$500,000	VEH # 750 (VIN) 15GGD271233073522
111	5	GILLIG / GILLIG 35'	3	19	6	\$500,000	VEH # 751 (VIN) 15GGD271431073523
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Owned Facility Inventory Form

Facilities with a replacement value of \$25,000 or greater.

Refer to instructions for facility code.

Agency/org: Kitsap Transit Inventory year: 2022

No.	Facility code	Facility name	Condition (points)	Age (year)	Remaining useful life	Replacement cost (\$)	Comments
1	9	Annapolis Park & Ride	3	22	5	\$171,722.65	Park & Ride Only
2	6	Bainbridge Island Transfer Center (BITC)	4	22	20	\$229,189.00	
3	6	Bremerton Transportation Center (BTC)	3	22	20	\$12,945,167.00	
4	23	Charleston Base (CB)	3	21	20	\$4,796,072.00	
5	21	CB Fuel Building	3	21	20	\$1,521,006.00	
6	21	CB Wash Building	3	21	20	\$851,975.00	
7	11	Gateway	3	42	10	\$12,470,000.00	Purchased 06/10/20. *Age is approximate.
8	9	George's Corner Park & Ride	3	23	5	\$110,010.00	
9	10	Harborside	4	20	20	\$15,737,521.00	
10	9	Harper Park & Ride	4	13	20	\$209,327.00	
11	24	Hilltop	3	36	12	\$472,097.00	
12	23	North Base (NB)	5	7	40	\$829,201.00	
13	21	NB Wash Building A	4	7	40	\$1,424,299.00	
14	21	NB Fuel Building B	4	7	40	\$1,187,029.00	
15	6	North Viking Transfer Center	4	7	15	\$1,048,724.00	
16	24	Parker Lumber	2			SOLD	Sold as of 01/25/19.
17	23	South Base	3	14	20	\$928,131.00	
18	10	SB Training Building	2	14	20	\$243,067.00	
19	6	Wheaton Way Transfer Center (WWTC)	4	3	20	\$13,437,500.00	Grand Opening 11/25/19.
20	23	WWTC Drivers Building	5	2	20	\$735,193.00	Opened to drivers July 2020.
21	7	A-Float	3	21	20	\$8,190,000	
22	7	B-Float	3	22	20	\$9,690,000	
23	7	M-Float	5	21	20	\$3,400,000	
24	7	Annapolis Dock	5	7	30	\$12,523,944	
25	17	POIT (Port Orchard Intermodal Terminal)	3	18	20	\$8,700,000	

Appendix III: Fleet Inventory

Owned Rolling Stock Inventory and Verification of Continued Use Form

Revenue vehicles used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
Refer to instructions tab for vehicle codes.

Agency/org: Kitsap Transit Inventory year: 2022

*Approximate Replacement Cost: It should be noted that as we are required to replace out vehicles to more energy efficient options by the State, if electric vehicles are chosen over diesel we will need to discuss charging infrastructure in the replacement estimates.

No.	Year	Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Actual Life Estimate	Meets Financial Needs of SCR Y/N	Is the Vehicle Safe? Y/N	Agency's Use (Y/N)	Agency's Use (Miles)	Main-tenance Current Y/N	Performs Its Designed Function Y/N	*Approximate Replacement Cost \$	ADA Access Y/N	Seating Capacity	Fuel Type	WSDOT Title Y/N	Condition Code	Funding Source
2004	FORD / ECONOLINE 350 20'	14	1FDE31P04H455815	541	68,797	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	2	WA37X005
2004	FORD / ECONOLINE 350 20'	14	1FDE31P44H455817	543	63,233	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	2	WA37X005
2004	FORD / ECONOLINE 350 20'	14	1FDE31P44H455820	546	97,455	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	2	WA37X005
2004	FORD / ECONOLINE 350 20'	14	1FDE31P54H455826	552	69,811	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	2	WA37X005
2004	FORD / ECONOLINE 350 20'	14	1FDE31P74H455830	556	78,806	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	2	LOCAL
2006	FORD / E31 CLUB VAN	14	1FDE31P68D839052	610	100,373	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2006	FORD / E31 CLUB VAN	14	1FDE31P46D839050	611	78,900	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2006	FORD / E31 CLUB VAN	14	1FDE31P66D839051	613	42,298	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2006	FORD / E31 CLUB VAN	14	1FDE31P68D839053	614	67,313	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2006	FORD / E31 CLUB VAN	14	1FDE31P86D839049	616	50,900	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2006	FORD / E31 CLUB VAN	14	1FDE31P56D839056	618	52,628	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2006	FORD / E31 CLUB VAN	14	1FDE31P76D839057	619	66,222	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2006	FORD / E31 CLUB VAN	14	1FDE31P66D839058	621	90,783	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	WA37X005
2008	FORD / E31 CLUB VAN	13	1FDE31L48D840117	622	80,500	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	G	N	3	GCA 5659
2008	FORD / E31 CLUB VAN	13	1FDE31L68D840118	623	92,627	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	G	N	3	GCA 5659
2008	FORD / E31 CLUB VAN	13	1FDE31L48D840120	625	101,263	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	G	N	3	GCA 5659
2008	FORD / E31 CLUB VAN	13	1FDE31L88D840122	627	101,209	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	LOCAL
2008	FORD / E31 CLUB VAN	13	1FDE31L88D840123	628	82,738	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	LOCAL
2008	FORD / E31 CLUB VAN	13	1FDE31L18D840124	629	84,146	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	10	D	N	3	LOCAL
2008	FORD / E31 CLUB WAGON	13	1FDE31L38D840125	630	66703	Y	Y	Y	6	150,000	Y	Y	\$35,000	N	11	G	N	3	LOCAL
2003	GILLIG / GILLIG 40'	1	15GDD0271531111814	730	536,441	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90 X173
2003	GILLIG / GILLIG 40'	1	15GDD0271731111815	731	503,470	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90 X173
2003	GILLIG / GILLIG 40'	1	15GDD0271931111816	732	549,702	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90 X173
2003	GILLIG / GILLIG 40'	1	15GDD0272031111817	733	543,463	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	5	WA90 X173
2003	GILLIG / GILLIG 40'	1	15GDD027231111818	734	569,056	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90 X173
2003	GILLIG / GILLIG 40'	1	15GDD027431111819	735	519,037	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90 X173
2003	GILLIG / GILLIG 40'	1	15GDD0271031111820	736	508,330	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	LOCAL
2003	GILLIG / GILLIG 40'	1	15GDD0271231111821	737	605,209	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	LOCAL
2003	GILLIG / GILLIG 40'	1	15GDD0271631111823	739	478,466	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	5	LOCAL
2003	GILLIG / GILLIG 40'	1	15GDD0271831111824	740	456,743	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	5	LOCAL
2003	GILLIG / GILLIG 40'	1	15GDD027131111825	741	486,996	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	5	LOCAL
2003	GILLIG / GILLIG 40'	1	15GDD027131111826	742	481,006	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90X310
2003	GILLIG / GILLIG 40'	1	15GDD0271331111827	743	477,911	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90X310
2003	GILLIG / GILLIG 40'	1	15GDD0271531111828	744	590,351	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90X310
2003	GILLIG / GILLIG 40'	1	15GDD0271731111829	745	453,395	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90X310
2003	GILLIG / GILLIG 40'	1	15GDD0271931111830	746	502,241	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90X310
2003	GILLIG / GILLIG 40'	1	15GDD0275311111831	747	487,110	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	44x2	D	N	3	WA90X310
2003	GILLIG / GILLIG 35'	2	15GDD027228073522	750	513,810	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	32x2	D	N	3	WA90X310
2003	GILLIG / GILLIG 35'	2	15GDD027433073523	751	548,677	Y	Y	Y	12	500,000	Y	Y	\$500,000	Y	32x2	D	N	3	LOCAL
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074091	752	598720	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X310-0
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074092	753	656194	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X310-0
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074093	754	678204	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X310
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074094	755	650834	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X310
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074095	756	606212	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X310-0
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074096	757	658326	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X3197
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074097	758	662123	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X3197
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074098	759	552881	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X3197
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074099	760	576189	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X3197
2004	GILLIG 35- 752-761 LOW FLOOR	2	15GGB291841074100	761	703914	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	WA90X3197B
2005	GILLIG 35- 762-766 LOW FLOOR	2	15GGB291851074101	762	599625	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	LOCAL
2005	GILLIG 35- 762-766 LOW FLOOR	2	15GGB291851074102	763	556625	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	LOCAL
2005	GILLIG 35- 762-766 LOW FLOOR	2	15GGB291851074103	764	647136	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	LOCAL
2005	GILLIG 35- 762-766 LOW FLOOR	2	15GGB291851074104	765	587046	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	LOCAL
2005	GILLIG 35- 762-766 LOW FLOOR	2	15GGB291851074105	766	590558	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	32x2	D	N	3	LOCAL
2004	GILLIG 40- 770-774 LOW FLOOR	1	15GGB291841074106	770	745778	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	38x2	D	N	3	WA90X344
2004	GILLIG 40- 770-774 LOW FLOOR	1	15GGB291841074107	771	625985	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	38x2	D	N	3	WA90X344
2004	GILLIG 40- 770-774 LOW FLOOR	1	15GGB291841074108	772	636696	Y	Y	Y	12	500,000	Y	Y	\$500,000.00	Y	38x2	D	N	3	WA90X344
2004	GILL																		

2017	CANDIDATE II	11	1FDE56PV2HK826781	1135	104054	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	6+1	D	Y	4	GC82108F			
2017	CANDIDATE II	11	1FDE56PV4HK826782	1136	99902	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	6+1	D	Y	4	GC82108F			
2017	CANDIDATE II	11	1FDE56PV5HK826315	1137	77966	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	6+1	D	Y	4	GC82108F			
2017	CANDIDATE II	11	1FDE56PV7HK826316	1138	85116	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	6+1	D	Y	4	GC82108F			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37315	1139	84332	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37316	1140	91999	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37317	1141	81078	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37320	1142	91534	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37312	1143	90005	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37318	1144	86598	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37321	1145	97252	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37313	1146	87809	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1147	101498	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1148	98512	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1149	98512	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2018	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1150	87755	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	GC82683A			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1151	50208	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1152	47436	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1153	47421	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1154	43644	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1155	42971	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1156	43348	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1157	21475	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1158	29073	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1159	23685	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1160	26714	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1161	23741	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2020	STARTTRANS450 SENATOR	11	1FDFE4F5JDC37314	1162	15732	Y	Y	5	205,000	Y	Y	\$130,000.00	Y	10+2	P	Y	5	LOCAL			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303127	2001	91,737	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303174	2002	106,656	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303353	2004	118,298	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303220	2005	98,236	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5302992	2007	89,756	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303114	2008	95,705	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303316	2009	96,587	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303573	2010	90,220	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303697	2011	127,069	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5303772	2016	106,705	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5304953	2018	93,941	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5304242	2020	94,956	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5304270	2022	77,173	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5304140	2024	77,715	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5301722	2027	90,879	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5304185	2028	70,426	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5301363	2029	66,295	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5301934	2030	93,153	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5301000	2031	99,836	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5302460	2033	101,283	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5301622	2034	107,370	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5302470	2037	89,680	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5301989	2040	96,246	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	13	5TDKK4C3A5301996	2041	104,476	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2010	TOYOTA / SIENNA VAN	14	5TDKK4C3A5301971	2042	115,750	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	N	3	WA96X011			
2017	TOYOTA SIENNA	13	5TDZ23DC7H854916	2046	64242	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	Y	4	GC82332			
2017	TOYOTA SIENNA	13	5TDZ23DC7H851501	2047	29807	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	Y	4	GC82332			
2017	TOYOTA SIENNA	13	5TDZ23DC7H855175	2048	30708	Y	Y	6	150,000	Y	Y	\$32,000	N	7	G	Y	4	GC82332			
2015	DODGE GRAND CARAVAN	13	2CRDGBG9R660471	2048	58402	Y	Y	6	150,000	Y	Y	\$27,290.00	N	7	G	N	4	EVEN TRADE			
2018	TOYOTA SIENNA	13	5TDZ23DC1J5960476	2050	24768	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	GC82810			
2018	TOYOTA SIENNA	13	5TDZ23DC0J5960596	2051	23820	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	GC82810			
2018	TOYOTA SIENNA	13	5TDZ23DC3J5961536	2052	27486	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	GC82810			
2018	TOYOTA SIENNA	13	5TDZ23DC0J5961621	2053	34510	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	GC82810			
2018	TOYOTA SIENNA	13	5TDZ23DC4J5961962	2054	21682	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	GC82810			
2018	TOYOTA SIENNA	13	5TDZ23DC0J5961232	2055	18148	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	GC82810			
2018	TOYOTA SIENNA	13	5TDZ23DC7J5961381	2056	63862	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	GC82810			
2018	TOYOTA SIENNA	14	5TDZ23DC7J5962202	2057	19317	Y	Y	8	200,000	Y	Y	\$32,000.00	N	7	G	N	4	LOCAL			
2018	TOYOTA SIENNA	14	5TDZ23DC7J5962782	2058	6165	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	LOCAL			
2018	TOYOTA SIENNA	14	5TDZ23DC1J5962325	2059	12593	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	LOCAL			
2018	TOYOTA SIENNA	14	5TDZ23DC3J5962666	2060	12430	Y	Y	6	150,000	Y	Y	\$32,000.00	N	7	G	N	4	LOCAL			
2009	FORD / 350 VAN	13	1FDS331190A86680	2100	94,940	Y	Y	6	150,000	Y	Y	\$35,000	N	13	G	N	3	WA96X011			
2009	FORD / 350 VAN	13	1FDS331190A86683	2101																	

1994	MCI-MFR 102 D3	6	1M8SDMTA6RP046733	6005	875851	Y	Y	25	900,000	Y	Y	\$481,525	N	47	D	N	3	LOCAL		
1994	MCI-MFR 102 D3	6	1M8SDMTAXRP046756	6006	509242	Y	Y	25	900,000	Y	Y	\$481,525	N	47	D	N	3	LOCAL		
1994	MCI-MFR 102 D3	6	1M8SDMTA6RP046782	6007	177808	Y	Y	25	900,000	Y	Y	\$481,525	N	47	D	N	3	LOCAL		
1994	MCI-MFR 102 D3	6	1M8SDMTA1RP046788	6008	903356	Y	Y	25	900,000	Y	Y	\$481,525	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA2SP047081	6009	624112	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA2SP047115	6010	771726	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047120	6011	954993	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047127	6012	264737	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047130	6013	146595	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047134	6014	321110	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047337	6015	449907	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA6SP047748	6016	913982	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1995	MCI-MFR 102 D3	6	1M8SDMTA8SP047751	6017	958998	Y	Y	25	900,000	Y	Y	\$501,267	N	47	D	N	3	LOCAL		
1996	MCI-MFR 102 D3	6	1M8SDMTA07P048183	6018	318422	Y	Y	25	900,000	Y	Y	\$521,819	N	47	D	N	3	LOCAL		
1996	MCI-MFR 102 D3	6	1M8SDMTA3TP048310	6019	855334	Y	Y	25	900,000	Y	Y	\$521,819	N	47	D	N	3	LOCAL		
1996	MCI-MFR 102 D3	6	1M8SDMTA9TP048702	6020	354588	Y	Y	25	900,000	Y	Y	\$521,819	N	47	D	N	3	LOCAL		
1996	MCI-MFR 102 D3	6	1M8SDMTA4TP048705	6021	805901	Y	Y	25	900,000	Y	Y	\$521,819	N	47	D	N	3	LOCAL		
1996	MCI-MFR 102 D3	6	1M8SDMTAXTP048708	6022	186181	Y	Y	25	900,000	Y	Y	\$521,819	N	47	D	N	3	LOCAL		
1996	MCI-MFR 102 D3	6	1M8SDMTA5TP048714	6023	877609	Y	Y	25	900,000	Y	Y	\$521,819	N	47	D	N	3	LOCAL		
1997	MCI-MFR 102 D3	6	1M8SDMTAXVP049764	6024	249503	Y	Y	25	900,000	Y	Y	\$543,214	N	47	D	N	3	LOCAL		
1997	MCI-MFR 102 D3	6	1M8SDMTADV049787	6025	264569	Y	Y	25	900,000	Y	Y	\$543,214	N	47	D	N	3	LOCAL		
1997	MCI-MFR 102 D3	6	1M8SDMTA2VP049810	6026	854116	Y	Y	25	900,000	Y	Y	\$543,214	N	47	D	N	3	LOCAL		
1997	MCI-MFR 102 D3	6	1M8SDMTA4VP049811	6027	238286	Y	Y	25	900,000	Y	Y	\$543,214	N	47	D	N	3	LOCAL		
1997	MCI-MFR 102 D3	6	1M8SDMPA4VP049706	6028	606969	Y	Y	25	900,000	Y	Y	\$543,214	N	47	D	N	3	LOCAL		
1997	MCI-MFR 102 D3	6	1M8SDMPA8VP049708	6029	743782	Y	Y	25	900,000	Y	Y	\$543,214	Y	39+2	D	N	3	LOCAL		
1998	MCI-MFR 102 D3	6	1M8SDMTA0WP050505	6030	576672	Y	Y	25	900,000	Y	Y	\$565,485	Y	39+2	D	N	3	LOCAL		
1998	MCI-MFR 102 D3	6	1M8SDMTA2WP050506	6031	534973	Y	Y	25	900,000	Y	Y	\$565,485	Y	39+2	D	N	3	LOCAL		
1999	MCI-MFR 102 D3	6	1M8SDMTA6XP051590	6032	490524	Y	Y	25	900,000	Y	Y	\$588,670	Y	39+2	D	N	3	LOCAL		
1999	MCI-MFR 102 D3	6	1M8SDMTA1XP052331	6033	638901	Y	Y	25	900,000	Y	Y	\$588,670	Y	39+2	D	N	3	LOCAL		
2001	MCI-MFR 102 D3	6	1M8SDMPA11P053748	6034	396387	Y	Y	25	900,000	Y	Y	\$637,931	Y	39+2	D	N	3	LOCAL		
2001	MCI-MFR 102 D3	6	1M8SDMPA21P053750	6035	489779	Y	Y	25	900,000	Y	Y	\$637,931	Y	39+2	D	N	3	LOCAL		
1999	MCI-MFR 102 D3	6	1M8SDMTA4XP051596	6040	637724	Y	Y	25	900,000	Y	Y	\$588,670	N	47	D	N	3	LOCAL		
2002	MCI-MFR D4000	6	1M8SDMPA12P054409	6041	229752	Y	Y	25	900,000	Y	Y	\$664,086	N	47	D	N	3	LOCAL		
2002	MCI-MFR D4000	6	1M8SDMPA12P054406	6042	677869	Y	Y	25	900,000	Y	Y	\$664,086	N	47	D	N	3	LOCAL		
2001	MCI-MFR D4000	6	1M8SDMPA1P054211	6043	684763	Y	Y	25	900,000	Y	Y	\$637,931	Y	39+2	D	N	3	LOCAL		
2001	MCI-MFR D4000	6	1M8SDMPA51P054214	6044	755201	Y	Y	25	900,000	Y	Y	\$637,931	Y	39+2	D	N	3	LOCAL		
2001	MCI-MFR D4000	6	1M8SDMPA11P054212	6045	751703	Y	Y	25	900,000	Y	Y	\$637,931	Y	39+2	D	N	3	LOCAL		
1994	Admiral Pete	26	1021190	Admiral Pete	1021190	VESEL HOURS	Y	Y		Y	Y	2,800,000	Y	120	MD	N/A KT OWNIS	4			
1917	Carlisle II	26	214872	Carlisle II	4306 BASE VESEL HOURS	Y	Y			Y	Y	8,000,000	Y	150	MD	N/A KT OWNIS	3			
1996	Finest	26	1044082	Finest	MAIN ENG2 14 866 HOURS MAIN ENG2 7716 HOURS	Y	Y			Y	Y	10,000,000	Y	240	MD	N/A KT OWNIS	4			
2019	Lady Swift	26	1285241	Lady Swift	809 BASE VESEL HOURS	Y	Y			Y	Y	8,000,000	Y	118	MD	N/A KT OWNIS	5			
2019	Reliance	26	1285140	Reliance	809 BASE VESEL HOURS	Y	Y			Y	Y	8,000,000	Y	118	MD	N/A KT OWNIS	5			
2012	RP1	26	1225365	RP1	809 BASE VESEL HOURS	Y	Y			Y	Y	8,000,000	Y	118	MD	N/A KT OWNIS	4			
2020	Enetai	26	1298861	Enetai	3209 BASE VESEL HOURS	Y	Y			Y	Y	13,000,000	Y	255	MD	N/A KT OWNIS	5			
2004	Soleno	26	1155022	Soleno	1087 BASE VESEL HOURS	Y	Y			Y	Y	14,600,000	Y	325	MD	N/A KT OWNIS	3			
2004	The Commander	26	1298862	The Commander	538 BASE VESEL HOURS	Y	Y			Y	Y	13,000,000	Y	325	MD	N/A KT OWNIS	5			
2019	Waterman	26	1282918	Waterman	2634 BASE VESEL HOURS	Y	Y			Y	Y	6,000,000	Y	150	MD	N/A KT OWNIS	5			

Appendix IV: Transit Asset Management 2022 Actual & 2023 Targets

2022 Targets (Provided by KT during previous round)

Mode	Fatalities	Fatalities Rate (per 100K VRM)	Injuries	Injuries Rate (per 100K VRM)	Safety Events	Safety Events Rate (per 100K VRM)	System Reliability	VRM
Fixed Route Bus	0	0	3	0.14	2	0.09	61,788	2,199,671
Non-Fixed Route Bus	0	0	1	0.08	1	0.08	130,000	1,186,163

2022 Actual Numbers

Mode	Fatalities	Fatalities Rate (per 100K VRM)	Injuries	Injuries Rate (per 100K VRM)	Safety Events	Safety Events Rate (per 100K VRM)	System Reliability	VRM
Fixed Route Bus	0	0	1	0.047	1	0.047	89,122	2,138,930
Non-Fixed Route Bus	0	0	1	0.085	1	0.085	197,180	1,183,082
Vanpool	0	0	0	0	0	0	484,203	484,203

2023 Performance Targets

Mode	Fatalities	Fatalities Rate (per 100K VRM)	Injuries	Injuries Rate (per 100K VRM)	Safety Events	Safety Events Rate (per 100K VRM)	System Reliability	VRM
Fixed Route Bus	0	0	1	0.046	1	0.045	85,750	2,322,509
Non-Fixed Route Bus	0	0	1	0.076	1	0.076	227,280	1,000,000
Vanpool	0	0	1	0.072	1	0.072	464,602	532,623

Appendix V: Kitsap Transit Regionally Significant Projects

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC

Y Inside

N Outside

May 15, 2023

County: Kitsap

Agency: Kitsap Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			KT-66	26	0.000	EIS	Yes	N/A	N/A	22,985,000	

POF Terminal Docking Facility on the Seattle Waterfront

This project will lead to the establishment of a new passenger-only ferry (POF) regional docking facility in Seattle with a greater capacity for both new and existing POF routes. Work supports effective operation of planned and existing Kitsap Fast Ferry service and may share future POF docking with other agencies. POF service provides faster transportation options for people traveling between the Kitsap Peninsula and downtown Seattle. The project includes the planning, environmental planning/permitting, and preliminary engineering phases associated with constructing a new POF docking facility. Construction would commence after these phases are fully completed.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024	5307	2,500,000		0	1,075,000	3,575,000
Project Totals			2,500,000		0	1,075,000	3,575,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	3,575,000	0	0	0
Totals	0	3,575,000	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC

Y Inside

N Outside

May 15, 2023

County: Kitsap

Agency: Kitsap Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			KT-68	26	0.000	EIS	No	N/A	N/A	2,250,000	

Southworth Terminal Redevelopment Project

This project will support state of good repair improvements to the Southworth Ferry Terminal. Work is cosponsored by the Washington State Ferries (WSF) approved project WSF-79 and includes: providing shore-side electrification infrastructure; adding an additional berthing facility; and upgrading pedestrian facilities to meet Americans with Disabilities Act (ADA) requirements and allow for easier passenger only loading. STP funds will contribute to the preliminary engineering (PE) and National Environmental Policy Act (NEPA) phases. The STP funds will use Toll Credits as local match.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		STBG(UL)	2,250,000		0	0	2,250,000
Project Totals				2,250,000		0	0	2,250,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,250,000	0	0	0	0
Totals	2,250,000	0	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC

Y Inside

N Outside

May 15, 2023

County: Kitsap

Agency: Kitsap Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			KT-73	23	0.000	DCE	Yes	Bruenn Avenue	Burwell Street	49,721,914	

West Bremerton Hydrogen Fueling/ Transit Center Park & Ride

This project will develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. This is a multi-year project that spans beyond the current TIP timeframe.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2023		5307	500,000		0	125,000	625,000
PE	2023		5307	1,837,531		0	459,383	2,296,914
PE	2024		CRRSAA(UL)	1,800,000		0	1,000,000	2,800,000
Project Totals				4,137,531		0	1,584,383	5,721,914

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,921,914	2,800,000	0	0	0
Totals	2,921,914	2,800,000	0	0	0

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC

Y Inside

N Outside

July 26, 2023

County: Kitsap

Agency: Kitsap Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			KT-38	23	0.000	CE	Yes	N/A	N/A	29,010,392	23-06

Silverdale Transit Center

This project will provide a multi-modal transit center near SR 3 and SR303 in Silverdale, Washington. The transit center is centrally located near residences, commerce, social services and the Clear Creek trail and transit service will provide connections to Bainbridge Island and Bremerton ferry terminals. Local funds will be used for NEPA and conceptual design.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		5307	3,533,642		0	6,523,393	10,057,035
CN	2024		5339	107,945		0	0	107,945
Project Totals				3,641,587		0	6,523,393	10,164,980

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	10,164,980	0	0	0
Totals	0	10,164,980	0	0	0