



BOARD OF COMMISSIONERS MEETING AGENDA

Date: May 2, 2023

Time: 8:30AM – 10:00AM

	<u>Page</u>
1. CALL TO ORDER	
2. AGENDA REVIEW	
3. CHAIRPERSON'S COMMENTS	
4. CONSENT / ACTION ITEMS	
<i>All matters listed on the Consent Agenda have been distributed to the Board, are considered routine and will be enacted by one motion with no separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the regular agenda by a Board member.</i>	
a. Warrants for March 2023	1
b. Minutes of April 4, 2023, Board Meeting	2
c. Resolution No. 23-27, Contract Award – Mini-Hybrid Thermal Management System	16
d. Resolution No. 23-28, Contract Award – Charleston Cubicles	18
5. FULL DISCUSSION / ACTION ITEMS	
a. Resolution No. 23-29, Reauthorizing Staff to modify STC Construction Contract KT 21-734	20
b. Resolution No. 23-30, Contract Award – North Base Heavy - Duty Maintenance Facility	23
c. Resolution No. 23-31, Contract Award – Nichols Brothers Boat Builders for M/V Commander Drydocking	26
d. Presentation Hiring Staff Update	
6. EXECUTIVE DIRECTOR ITEMS	
a. Recognition and thank you – Rob Gelder	
b. Goal Progress Report	34
7. PROGRESS REPORTS	
a. Draft Financial Reports through March 2023	35
b. Capital Work in Progress	38
c. Fuel Costs Report through the end of March 2023	41
8. STAFF INFORMATION / EMPLOYEE RECOGNITION	
a. March 2023 Report from KT Lobbyist	42

Transit Board Meeting Agenda
May 2, 2023

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

9. PUBLIC COMMENTS

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

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

11. ADJOURN

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



MEMORANDUM

TO: The Kitsap Transit Board of Commissioners
DATE: May 2nd, 2023
SUBJECT: Ratification of Cash and Registered Warrants

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

Paul Shiners, 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 May 2nd, 2023, the Board, by a (unanimous/majority) vote, does approve the following warrants and payments for the period March 1, 2023, through March 31st, 2023:

- Warrant numbers transit fund 164026 to 164450 of \$8,146,605
- Warrant numbers ferry fund 606127 to 606230 of \$1,710,912
- Payroll Account disbursements of \$3,132,285
- ACH clearing account payments of \$43,644
- Travel Account Disbursements of \$7,057

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

Rebecca Erickson, Chair

ATTEST:

Jackie Bidon
Interim Clerk of Board

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

MINUTES OF APRIL 4, 2023

Board of Commissioners Present:

Driskell, Robert, Teamsters Local No. 589, *non-voting member*

Erickson, Becky, Mayor, City of Poulsbo, **Chair**

Garrido, Charlotte, Kitsap County Commissioner

Gelder, Robert, Kitsap County Commissioner, **Vice Chair**

Mockler, Anna, Councilmember, City of Bremerton

Putansuu, Robert, Mayor, City of Port Orchard

Schneider, Leslie, Councilmember, City of Bainbridge Island

Stern, Ed, Councilmember, City of Poulsbo

Walters, Katie, Kitsap County Commissioner

Wheeler, Greg, Mayor, City of Bremerton

Staff Present:

Sanjay Bhatt, Marketing & Public Information Director; Jackie Bidon, Interim Clerk of the Board; John Clauson, Executive Director; Jeff Davidson, Grants & Compliance Coordinator; Cyndi Griffey, W/D Supervisor; Dennis Griffey, Vehicle and Facilities Maintenance Director; Kathryn Jordan, Routed Operations Manager; Steffani Lillie, Service and Capital Development Director; Carley Lyons, W/D Administrative Assistant; Cris O'Hora, ACCESS Operator; Mary Pauly, Human Resources Director; Kimberly Ruiz, Routed Operations Coordinator; Charlotte Sampson, Executive Assistant/Deputy Clerk of the Board; Raymond Scott, Marine Services Director; Paul Shinnors, Finance Director; Jeff Vinecourt, ACCESS Operations Manager; Sonya Zierden, ACCESS Operations Technical Specialist

Also In Attendance: David Weibel, Legal Counsel

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

2. AGENDA REVIEW

Upon review by the Board, the agenda remained unchanged.

3. CHAIRPERSON'S COMMENTS

Mayor Erickson shared that this is the coldest spring she can remember in years and wants heat and sunshine.

Mayor Erickson congratulated Executive Director John Clauson who was awarded the Economic Development Champion for last year from the Kitsap Economic Development Alliance, a well-

deserved honor. John Clauson thanked Mayor Erickson and shared that when he accepted the award, he felt it important to give recognition to all involved. The award is thanks to you folks and the Kitsap Transit staff that captured the attention with the Fast Ferry Program.

Mayor Erickson introduced herself; all Board Members introduced themselves in turn.

4. CONSENT / ACTION ITEMS

- a. Warrants for February 2023
- b. Minutes of February 21, 2023, Board Meeting
- c. Minutes of February 7, 2023, Board Meeting
- d. Minutes of March 21, 2023, Board Meeting
- e. Resolution No. 23-20, 2nd Quarter Procurement

Commissioner Gelder moved and Commissioner Walters seconded the motion to approve the Consent Agenda.

Discussion: None.

Motion passed unanimously.

5. FULL DISCUSSION /ACTION ITEMS

- a. *Resolution No. 23-21, Gillig Electric Bus Purchase for Routed and Worker/Driver*

Executive Director John Clauson stated this resolution is essentially requesting permission to go forward and order 10 additional battery electric buses. This order was included in the Capital Budget; it is a combination of both federal grant dollars as well as locally matched as required. The most significant of this is that half of the fleet purchase will be assigned to the Worker/Driver Program which is a first. Moving the electric bus into the Worker/Driver Program is an ideal situation for a battery-operated bus in that it operates for a short while in the morning, returns to our facility for recharging, and then fully charged, returns folks home and is recharged for the morning. We are waiting and working with Gillig to figure out how quickly we can get these due to supply chain issues. This could put the delivery out close to 18 months. This will bring our battery-operated bus fleet to a total of 30 buses.

Commissioner Gelder moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 23-21, authorizing staff to purchase ten (10) new electric Gillig buses for the Worker/Driver and Routed fleets in the amount of eleven million four hundred thirty thousand six hundred eighty dollars (\$11,430,680) including applicable taxes and fees.

Discussion:

Councilmember Anna Mockler offered congratulations on the buses. She asked how the cost of the buses compare to the cost of the fossil fuel driven bus?

Executive Director Clauson answered that they are significantly higher than a fossil fuel vehicle. A comparable fixed route bus is probably about \$800,000 to \$850,000. One of the advantages electricity has over fossil fuel is the maintenance cost. We don't have oil changes and the brakes last longer because of the regenerative system that helps slow the bus down.

Councilmember Mockler indicated she had no quarrel with the additional expense but wanted to get a feeling for it. It is an increase, but it will pay off in the long run. Noticing half of the buses are configured for Worker/Driver, she asked if, in a pinch, they could be swapped out for routed buses?

Executive Director Clauson said they could except that typically for a Routed operation you have two doors where people can board in the front and alight at the rear. The Worker/Driver buses are typically just a front door only; that's why they are a little less expensive than a Routed bus.

No further questions. Motion passed unanimously.

b. Resolution No. 23-22, Contract Award for Transit Operator Barrier Doors

Executive Director Clauson outlined the history behind the solution. With the pandemic, Kitsap Transit was forced into a situation of installing barrier shields. The Vehicle Maintenance Department manufactured a plexi glass type door that would separate the operator from the boarding public. This was for health reasons more than anything else. The industry has made available a replacement that is more of a security door. It has a separation between the passengers and the operator with an electric window that the operator can lower if they need to interact with the passenger, increasing the level of security for the operator. The world today, and especially for the transit industry, there's an increase in operator assaults and things of that nature. This is being proactive. We purchased one and installed it on a vehicle so our operators could provide input. Overall, it was well accepted, so we want to start replacing those plexi glass separations with a more substantial enclosure.

Mayor Erickson commented they have put up plexi glass at all the counters and at various places because of the pandemic and we have kept them up exactly for the reason stated. It is more secure with definition that helps people understand where they should be.

Councilmember Schneider stated that with the plexi glass being widespread during the pandemic, she noticed that whenever she approached someone behind plexi glass, she had a hard time hearing them. She wondered whether there is anything about these new doors that helps with communication?

Executive Director Clauson said it is a little more, but not noticeable. It doesn't completely encapsulate the operator; there is still a lot of areas between the front edge of the doorway and the windshield, and the whole area in the front is still open and available for communication. Again, the operators have the option of lowering the electric window to communicate directly.

Commissioner Walters echoed Schneider's comment about communication, stating that communication with passengers is key and didn't want to inhibit that in any way.

Clauson expressed they will still have that opportunity with the passenger relationships.

Councilmember Mockler asked if the drivers were calling for these?

Clauson indicated some probably are and we wanted to make sure there wasn't any major objections to it. We did install one to make sure the operators had an opportunity to provide input. He didn't know if the operators are 100% wanting this, but the majority are comfortable with us moving forward. Again, we are being a little more proactive in providing a higher level of security for our operators.

Councilmember Mockler stated that it looks like it's not common at Kitsap Transit for drivers to be assaulted.

Clauson said that we have had operators assaulted and didn't want to suggest that it doesn't happen. Not long ago there was a physical altercation between a passenger and one of our operators; the operators are spat upon occasionally. We are starting to see an increase and it is something that is a concern within the transit industry. The Federal Transit Administration asks us to allocate 2% of our funding toward security enhancements. It is focused throughout the entire operation, and this is one component of that.

Councilmember Mockler agreed with Commissioner Walters and Councilmember Schneider regarding communication between passengers and drivers. If this is not an initiative that comes from the drivers who seek greater security, then we should pass on this or postpone it until such time as needed.

Clauson reiterated that if it is an issue for the operators to communicate, they can leave the window down and it is completely open between the operator and the passenger. They do have the option if they need it.

Mayor Erickson commented this is a good idea. It helps with the security of the drivers. Anyone that is working with the public day in and day out suffers. Not often, but just enough to make you be aware of the need for security services.

Commissioner Gelder moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 23-22, authorizing staff to purchase thirty-five (35) Transit Operator Barrier Doors and thirty-five (35) installation kits from Gillig LLC in the amount of two hundred eighty-nine thousand seven hundred sixty-three dollars and ten cents (\$289,763.10).

No further discussion.

Motion approved with Councilmember Mockler opposing.

c. Resolution No. 23-23, Contract Award for CAD/AVL System Replacement

Executive Director Clauson introduced Steffani Lillie, Service & Capital Development Director. This is a major project and one that Steffani has been shepherding through the entire process.

Director Lillie explained the CAD/AVL is a Computer Aided Dispatch / Automatic Vehicle Location System. It will include automatic passenger counters, all equipment onboard the bus, safety system, emergency safety management system, etc., for the entire fleet, not just the Fixed Route buses. We have budgeted a little over \$10 million and have negotiated a solid price with the vendor at \$5.745 million for this project. There is still some development that will need to occur for some of our specialty programs, such as our ferry take home services and our ride services. Clever Devices: is a well-known provider of this package service to many transit agencies.

Executive Director Clauson added that we will be replacing a fair amount of equipment on our buses as they have now reached the end of their useful life and are no longer supported by the vendors.

Motion made by Mayor Putaansuu and seconded by Mayor Wheeler to adopt Resolution 23-23, authorizing staff to award and contract for the CAD/AVL System replacement to Clever Devices in the amount of five million seven hundred forty-five thousand dollars (\$5,745,000).

Discussion:

Mayor Putaansuu continued, stating that this software was shown at the Transit Expo, and he is excited that we are bringing it forward. He asked how quickly we can implement the other aspects of it so that we can use those features?

Director Lillie said that the vendor provided a calendar of 18 to 20 months. This will take time to fully implement; however, the Computer Aided Dispatch and the Real Time Information is one of the first elements that goes onto the vehicles.

Mayor Wheeler expressed his support and asked about reporting. If there is real time monitoring and data collection, how fast can you generate a report?

Director Lillie indicated that we would have a full module from which our ridership reports will be able to be pulled at a push of a button. It's all going to be in the system with very easy canned reports that can be pulled.

Executive Director Clauson brought up that one of our fellow agencies, Community Transit, is

using Clever Devices. During the pandemic, when the General Managers were communicating three times a week, Community Transit was able to share ridership information immediately.

Mayor Erickson expressed that ridership numbers are important for federal funds and money; it is important that they are accurate and that we can generate them easily.

Executive Director Clauson noted that we do have a system installed in a few of the vehicles that is working. The ORCA System also provides us data of how many boardings that occur. We are seeing what ridership is doing; it just takes a lot of work to pull those together along with the consultant that is assisting with the report challenges, helping to ensure accuracy.

No other discussion.

Motion passed unanimously.

d. Resolution No. 23-24, Contract Award for Johnson Road Park & Ride Design Project

Director Lillie reported that we are at Phase One, preliminary engineering design for the park and ride at Johnson Road and we are looking at one of the two parcels that we need to get through the environmental process to proceed to procure the property. We are still in negotiations with the second property owner. This award is to Parametrix for Phase One of this project in the amount of \$365,566.29.

Commissioner Stern remarked how important this is for the North end in Poulsbo. We have the Transit Center on North Viking, and this will compliment it to the South at what is to be a dedicated roundabout and a major transportation hub for the Seattle Ferry all the way up to the peninsulas.

Mayor Erickson stated there are a lot of new houses going up in there and, with the new changes in legislation leading to potentially higher density activity, we need it.

Councilmember Leslie Schneider added that Bainbridge Island will also benefit from this park and ride.

Councilmember Schneider moved and Councilmember Stern seconded the motion to adopt Resolution No. 23-24, to authorize staff to award a contract for the Johnson Road Park and Ride Design Project to Parametrix in an amount of three hundred sixty-five thousand five hundred sixty-six dollars and twenty-nine cents (\$365,566.29).

No further discussion.

Motion passed unanimously.

e. Resolution No. 23-25, Contract Modification for STC Inductive Chargers and Retaining Walls

Director Lillie explained that, initially, we decided to install four Inductive Charging Units at the Silverdale Transit Center and authorized the purchase of the hardware. This resolution is a change order for the contractor to do all the work to install the Inductive Charging Units as well as enlarge the electrical yard for the additional generators and power boxes required. This is an intensive change order, requiring them to do a lot of inground work to put electrical conduit in with the high voltage that will be running through it.

Councilmember Anna Mockler stated that, at the Energy Summit last week, Executive Director Clauson was referring to the future possible need for additional cable to be laid to draw power from PSE's grid. In this contract or any associated contract, is there a consideration to install solar panels above the buses to both protect them from the weather and to provide electricity for these chargers?

Director Lillie answered yes, it was looked at, but tree height provides too much shading, and it was ruled out as a viable option.

Mayor Putaansuu moved and Councilmember Schneider seconded the motion to adopt Resolution No. 23-25 authorizing staff to modify Silverdale Transit Construction Contract KT 21-734, adding DCN 10 and 12 for additional bus charging infrastructure and retaining walls in the amount of five million one hundred forty-two thousand thirty-three dollars and twenty-eight cents (\$5,142,033.28).

No further discussion.

Motion passed unanimously.

f. Resolution No. 23-26, Contract Award to Rebuild Spare Engine for M/V Solano

Executive Director Clauson stated the M/V Solano, purchased from the California Bay Area, is getting refurbished. Part of that project involved overhauling the two main engines and testing the spare main engine. While looking at the spare engine it was discovered that it needed to be rebuilt. This is a request to award a contract to PPG (Pacific Power Group) which is the only vendor in the Puget Sound area for these types of engines. This project will rebuild that spare engine, allowing for a spare engine to be available in the event we have any kind of a major issue we can respond quickly.

Commissioner Gelder moved and Mayor Wheeler seconded the motion to move to adopt Resolution No. 23-26, authorizing staff to contract with Pacific Power Group to schedule overhaul of M/V Solano spare engine in the amount of three hundred sixty-four thousand six hundred ninety-eight dollars and seventy-three cents (\$364,698.73).

Discussion:

Mayor Putaansuu asked if it is just for one engine, as this vessel has two.

Executive Director Clauson stated it is one engine that will fit in this particular vessel. We have other MTU engines, but they are a little bit different. When you get into the larger vessels, like what we have operating in Kingston and Southworth, we need this category and size of engine. Hopefully they won't both go out at the same time and at least we can respond to one engine. Generally, what we would do is have a vendor pull both engines, put our spare engine in place of one, then one of the two that came out will be rapidly rebuilt so it will go in and be the second engine for the vessel.

Commissioner Gelder commented about the need for storage capacity for spare parts.

Clauson stated this is always on Marine Services Director Ray Scott's radar. We are storing a lot of our spare parts and engines at the Gateway facility that we have. We are currently underway with doing an alternatives analysis for a Marine Maintenance Facility. Part of that project, when completed, will have adequate facilities for storage of all the inventory we need for all the vessels.

Mayor Erickson asked when we are likely to see that alternative analysis for the Marine Maintenance Facility.

Clauson said we currently had a meeting with the consultants to look at the three options that they have narrowed it down to. They will be doing their final analysis and report, and we should see that in three to four months.

No further discussion

Motion passed unanimously.

6. EXECUTIVE DIRECTOR ITEMS

Executive Director Clauson updated the Board on the following topics:

- Introduction of Jackie Bidon as the Interim Clerk of the Board. Jackie is one of our employees in the Human Resources Department. Jackie has agreed to fill this vacancy since Stephanie Milne-Lane took a position with Sound Transit. When you see communication going back and forth, you now have a face that goes to it. He thanked Jackie for helping us out during the interim period.
- We are the lead planning agency for the Peninsula Regional Transportation Planning Organization (PRTPO). That agreement is coming up for a two-year renewal, and we are going to go ahead with it unless there is any objection to it. If we decide that this isn't working out, we can give them notice with adequate time for them to find a replacement. We have a consultant that we fund who is the Executive Director of the PRTPO. One of our planning staff also spends a fair amount of time on the project, reimbursed by the State for a lot of the activities. Jefferson Transit has accepted the responsibility of being the fiscal agent.

Councilmember Stern stated he serves on the PRTPPO, representing Poulsbo, as do a few others. We are in a unique position that we are both Puget Sound Regional Council looking east to the metropolitan counties and turn and look west to the more rural counties, being part of both groups. This is just another layer of that good coordination, and he expressed his support.

- M/V Solano at Nichols Brothers recently placed the vessel in the water, and they are still going through with a lot of final improvements. We are hoping to receive the vessel in the middle of May 2023. Crew training will need to take place as well as sea trials. An advantage of the M/V Solano is that it will help us with the spares we need for both the Kingston and Southworth runs. Another advantage is the M/V Solano can pull into the Washington State Ferry slip, which is what we need at Southworth.
- Energy Summit. Fifty people were in attendance with a dozen or so watching live on BKAT. One impressive note was that not only were the governments represented from here in Kitsap County, but also from the Federal Government, the Navy, many private businesses, Chambers and Economic Development. It was informative to listen to Puget Sound Energy share where they are at in the supply side as well as the distribution side of their operation.

Mayor Wheeler added there was a lot of interest and great comments are coming in. He encouraged everyone to take some time, watch the replay and offer your feedback.

Mayor Putaansuu noted that one thing that was alluded to, but no one came out and said it is that we want to go with renewable sources, the solar, the wind, but they aren't as reliable. We don't want to have brown outs like California because we don't have redundancies. It is very concerning. Maybe we should be preserving the natural gas generation capabilities.

Mayor Erickson asked when the Energy Summit will be replayed on BKAT?

Clauson stated he would find out and share and agreed with Mayor Putaansuu's statement. The Summit may be part of two or three; we closed the meeting soliciting folks' thoughts, comments and questions that will help to formulate what the next meeting topic would be. PSE did comment about some of the things that are out there on the horizon like small nuclear package plants and other things that may be coming down the pike such as battery backup systems with a trickle charge wherein when the power demand hits, you start pulling the power out of those battery banks. PSE is exploring that possibility and others. Having good reliable power is certainly good for all of us.

Mayor Wheeler said it was mentioned that when all the information was presented, the reasonable deduction was the region won't be able to meet the demand. This style of summit was made for the audience to come to a conclusion based on facts that we had. A lot of this seems to be out of our control how we shape policy, but we do have a representative form of government so, as a region, we can speak up for resilience, energy

security and with the same goals in mind. We do want a clean energy future; it's just getting there.

Mayor Putansuu agreed that it did raise necessary awareness. It's easy to come to the conclusions that the source isn't there and hope the technology gets here quickly, but if it doesn't, we need to know how we are going to get our energy.

Mayor Erickson brought up carbon credits, which are very market and incentive driven and are very valuable. We are involved in the carbon market, and we need to have a conversation about that piece. It could incent a lot more people and a lot more supply development.

Executive Director Clauson followed up this stating we are involved in it and have filed appropriate paperwork with the State as well as with the State Transit Association, who will be the broker for all the credits we generate. We will get credit for all generated since January. The consultant WSTA hired is very familiar with this process and they are helping provide training for our staff to be able to identify all the elements that generate tax credits and all of the things we will be needing to do to move forward. Regarding the Energy Summit, he thanked Board for their support allowing us to move forward in hosting this Energy Summit and looking forward to future discussions as well.

Mayor Wheeler stated that John should have the last word, especially being the Economic Development Champion for Kitsap County for 2022/2023. Part of this isn't for us to necessarily point fingers or look at solutions from higher levels of government. There are also things in our power that we can do as local elected to educate our public, informing them of the tools that are available to us and what is necessary with the tools that we do have to operate with. Mayor Wheeler also expressed appreciation at being able to present John with the Economic Development Award, a well-deserved honor.

7. PROGRESS REPORTS

1. Draft Financial Reports Through February 2023
2. Capital Works in Progress
3. Fuel Costs Report through the end of March 2023

8. STAFF INFORMATION / EMPLOYEE RECOGNITION

- a. March 2023 Report from KT Lobbyist

Executive Director Clauson noted that in Dylan Doty's update he listed some of Kitsap Transit's projects that came out in the House version of the Transportation Budget. The Senate has released their version; all our projects are in the Senate as well as a couple others. From that standpoint, we are very pleased with where the Legislature is. There are two major bills that we were most interested in: one deals with DNR and lease fees that we are paying for our ferry docks. That bill, to zero out any cost to Kitsap Transit, has gone through both the House and Senate Committees with unanimous support on both sides of the aisle. It is on the floor but has not been voted on yet. The second bill regarding the ability to sell excess hydrogen has gone through as well, though not

as smoothly as the DNR bill. It has much support and is currently with a committee that we will be working with to answer any questions that may arise.

Councilmember Schneider brought up the question that was put into the Transportation Committee, attention Senator Lias, regarding the possibility of getting funding for a Foot Ferry Feasibility for multiple routes. She asked if there is anything we could or should do or not do to help this effort along?

Executive Director Clauson said it was his understanding that it is still alive. It was in the Senate, but it hasn't been in the House side of things yet. We will have to wait and see how it plays out and he will get back to the Board with any information that would help move this along.

Commissioner Gelder called out a project for the Highway 305 Working Group, the investment in the Day Road Park and Ride. If it stays inked come the end of the session, it can be an impetus for getting the 305 Working Group back together again.

Clauson added that the State was somewhat reluctant to deal with a DOT-sized storm water vault. Our project, if successful, will have a storm water vault sized appropriately to be able to deal with the roundabout improvements. As we offered with our initial discussions with DOT, it is not foreign to us and we will maintain it.

Mayor Erickson noted that Poulsbo is taking the surface of a storm water vault and turning it into a park. She asked if we were putting parking on this.

Executive Director Clauson said it has not been designed yet, but that is the concept.

Councilmember Stern followed up with Commissioner Gelder on the 305 corridor, asking what more we can do to invest and facilitate in electric augmentation and electric maintenance at North Kitsap Transit Center? Density is going to only increase on that route; it is already a tight corridor, second probably to Gorst.

Executive Director Clauson said we are moving forward with the charging capabilities at the North Maintenance facility. In addition to that, in this year's Capital Budget and part of the State Budget, we have funding to install more Inductive Charging Units at our Transit Centers. Kitsap Transit is planning for the Poulsbo Transit Center, as well as the Bainbridge Island Transit Center, to have Inductive Charging Units; also East Bremerton and Bremerton Ferry Terminal. Essentially, that corridor will have electric charging so an electric vehicle could literally operate from the ferry terminal all the way to Bainbridge and back all day long, stopping every thirty (30) minutes and recharging. We are looking at the entire corridor from East Bremerton to Bainbridge Island improving the charging infrastructure.

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

Jeff Vinecourt, ACCESS Manager, introduced Cris O'Hora, Driver of the Month for February 2023.

Cris started with ACCESS in January 2022 and has quickly learned the ropes of ACCESS Operator, always willing to help and work extra shifts or where needed. He is a huge asset to Dispatch, passengers enjoy riding with him, he has received several positive comments from riders, and he has excellent driving skills and personality. When he isn't our driver for ACCESS, he enjoys woodworking, but he does spend a lot of time here. His words of wisdom from a fellow driver: do what it takes to get the job done.

Cyndi Griffey, Worker/Driver Supervisor, noted the Worker/Driver of the month for February 2023, Ian Hathaway, couldn't be with us today. Ian's most memorable moments are driving during snowstorms; his activities include being a dad, hiking, camping and he is an amateur beekeeper. One of his goals is to hike the Pacific Crest Trail. Safety, Service and Schedule are Ian's words of wisdom. Ian is a Training Technician at PSNS.

Kathryn Jordan, Routed Operations Manager, stated the Routed Driver of the month, Justin Krogh, is out working. Justin has been with us since 2015 as a driver and was awarded his second Driver of the Month for February 2023. In the last year he was awarded his 6-year Safe Driver Award. Since the beginning of his service, he has collected 32 Honor Roll Awards, 20 Way To Go Awards and 1 Power of the Team Award. During his time at Kitsap Transit, he has had many memorable moments, he loves his job and wants to be a bus driver forever, which is his personal goal. When he is not driving for the community, he loves spending time with his wife and his dog.

Mayor Erickson expressed her thanks, stating that without our bus drivers, we wouldn't have a transit organization. We are here because of a quarter of the people that work really hard for our community, and we should not ever forget that.

9. PUBLIC COMMENTS

Jane Rebelowski of Bremerton expressed that she feels Kitsap Transit is just an agency for commuters and not for citizens that don't need to go to Seattle or go to Poulsbo or Bainbridge. The reason why there such low capacity on the Routed buses is they are every hour. There is not a transit agency that is successful in moving community members around with an hourly bus service. You have to have a minimum of half hour, maximum every half hour. We're spending a lot of money on bells and whistles today and I don't see much movement on how our citizens are getting around from place to place. We're all building transit-oriented developments. If somebody buys or rents in downtown Bremerton, they still have to have a car to go grocery shopping and Kitsap Transit is not supporting that. I understand you wanting to get people who work in Seattle to live in Kitsap County and you're making it really easy for them but you're not making it really easy for residents who live here to get around to do their shopping, get around, see their doctors or whatever they need to do. Thank you.

10. FOR THE GOOD OF THE ORDER

Mayor Wheeler thanked commentor Ms. Rebelowski, stating it is important for the public to

comment with email or comment in person. We do have several initiatives in the long-range plan. One of them is for Bremerton and is a circular route that increases transit internally in our city. As a Board, we gather input to see where the biggest need is, where we can get the biggest bang for the buck with the precious limited resources we have and then address the issues.

Executive Director Clauson added that frequency is high on our priority list. Prior to the pandemic, we went out into the community and asked what they wanted. At that point we were not able to do Sunday service and more frequent service. Although it wasn't overwhelming, the more frequent, earlier, and later service was the more preferred direction the community told us. That is what we were working on pre-pandemic. We are in a position where we want to continue to move forward with that and do the Sunday service. As the Board knows, the challenge now is operator recruitment with which we have been struggling for over two years. Things are getting better and, at the next Board meeting, we plan to give an update on how we're doing in regard to recruitment. We are hopeful that we will be able to start implementing both. Previously we laid out a tentative schedule for bringing Sunday service. The interesting thing about Sunday service is, if we hire an operator to drive Sunday, what are we going to do with him for the rest of the week. That is where we are going to be able to take advantage of those additional hours to start doing more frequent, earlier, and later service. We will be working in that direction. We must replace some of the service that we had to shut down because of the pandemic, get us back up to a level point and then we can start expanding from that. We do plan to do both, but it really is operator dependent.

Mayor Erickson commented that she is always troubled by people that blame things on the pandemic, but so many things were marching along and then everything stopped for two years, then we gradually started to open up. It's not just Kitsap Transit, it's every jurisdiction; we all suffered from this, with labor shortages and changes in work environment that we hadn't anticipated. It is very difficult to turn things back on. She asked for everybody's grace while we turn our communities back on. That goes for all our agencies. We're trying to get back up to speed and we're doing a pretty good job but there was two years where we were frozen.

Executive Director Clauson added that the travel demand of our riders has also changed. The commuter travel demands are not what they used to be; so many folks are teleworking or working in office three days a week. The demand we're seeing is shifting, the middle the day demand diminished. There is still a bit of a commuter peak, but it is not nearly as significant as it used to be; we need to be prepared and start responding to the needs of the community. Also, one of the goals we have set for this year is an origin and destination study that we are hoping to conduct later this year that will help us to understand at least the current ridership: what they're using and why.

Councilmember Mockler explained her understanding that the patterns of demand are shifting, and stated Kitsap Transit should start budgeting money for Dial a Ride in Bremerton as a mechanism to determine the time and the route of additional services.

Councilmember Schneider asked if we also get carbon credits for mode shift? There is the credit

for the bus itself but what about the passengers on that bus that are not driving.

Executive Director Clauson said that, to his knowledge, we do not get any credit for mode shift or the number of passengers from a carbon credit standpoint. Our overall ridership is a factor in some of the formulas that the Federal Government uses for funding allocation.

Councilmember Stern asked Mayor Erickson to share information on the future groundbreaking in Poulsbo with what's going to be the largest single development right there by the transit center at the Edward Rose project now referred to as the Oslo Apartments.

Mayor Erickson stated that the facility is 462 apartments and is right next door to the North end transit hub. We have always talked about it as a TOD, a Transit Oriented Development; there are walking pathways going from the apartments right into the transit center. It has been in planning since 2011.

11. ADJOURN: At 09:49 AM, Chairperson Erickson adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 2nd day of May 2023.

Rebecca Erickson, Chairperson

Jackie Bidon
Interim Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 05/02/2023

AGENDA ITEM: Resolution No. 23-27, Mini Hybrid Thermal Management System

SUBMITTED BY: Dennis Griffey

TITLE: Maintenance Director

DEPARTMENT: Maintenance

EXHIBITS/ATTACHMENTS: Resolution No. 23-27

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 219,750.00

EXPENDITURE REQUIRED: \$ 219,750.00

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 04/24/2023

SUMMARY STATEMENT:

Kitsap Transit is asking to purchase twelve (12) electric mini hybrid cooling systems (radiator and charge air cooler combination). These electric mini hybrid cooling systems will be utilized in our Worker/Driver bus rebuild project and are ten percent (10%) more fuel efficient than the belt drive system they will be replacing.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 23-27 authorizing staff to purchase twelve (12) electric mini hybrid cooling systems in the combined amount of \$219,750.00.

RESOLUTION NO. 22-27

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO PURCHASE TWELVE (12) ELECTRIC MINI HYBRID COOLING SYSTEMS

WHEREAS, Kitsap Transit is asking the Board to approve the purchase of twelve (12) electric mini hybrid cooling systems to be utilized in the Worker/Driver rebuild project; and

WHEREAS, these electric cooling systems will be purchased through Gillig of Livermore, California, as Gillig was the lowest of three (3) bidders; and

WHEREAS, these cooling systems will be utilized to replace obsolete belt-driven cooling systems on buses being rebuilt for use in the Worker/Driver fleet; and

WHEREAS, the cost per electric mini hybrid cooling system is eighteen thousand three hundred twelve dollars and fifty cents (\$18,312.50); and

WHEREAS, funding has been included in the 2023 Capital Budget-Transit Fund in the form of a Federal grant and local funds.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes and directs the purchase of twelve (12) mini hybrid cooling systems in the amount of two hundred nineteen thousand seven hundred fifty dollars (\$219,750.00) including applicable taxes and fees.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of May, 2023.

Rebecca Erickson, Chairperson

ATTEST:

Jackie Bidon, Interim Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 05/02/2023

AGENDA ITEM: Resolution No. 23-28, Charleston Cubicles

SUBMITTED BY: Michael Bozarth

TITLE: Operations Director

DEPARTMENT: Operations

EXHIBITS/ATTACHMENTS: Resolution No. 23-28

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 134,228.77

EXPENDITURE REQUIRED: \$ 134,228.77

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 04/24/2023

SUMMARY STATEMENT:

This resolution authorizes staff to award and enter into a contract with Apex for the Charleston Base Cubicle Replacement in the amount of one hundred thirty-four thousand two hundred twenty-eight dollars and seventy-seven cents (\$134,228.77).

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 23-28, authorizing staff to award a contact for Charleston Base Cubicle Replacement to Apex in the amount of one hundred thirty-four thousand two hundred twenty-eight dollars and seventy-seven cents (\$134,228.77).

RESOLUTION NO. 23-28

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS
AUTHORIZING STAFF TO AWARD A CONTRACT FOR CHARLESTON BASE
CUBICLE REPLACEMENT TO APEX

WHEREAS, on March 22, 2023 staff publicly advertised Request for Proposals (RFP) KT 23-826 for the Charleston Base Cubicle Replacement Contract in accordance with specifications developed by Kitsap Transit; and

WHEREAS, on April 8, 2023 Kitsap Transit received two (2) proposals in response to its RFP and the proposals were evaluated based on: product and space design with schedule, past experience with similar projects, and total price; and

WHEREAS, staff determined that Apex came out with the highest scored proposal; and

WHEREAS, staff has determined the pricing received from Apex to be fair and reasonable and this contract is included in the approved 2023 Capital Project's Budget.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to award a contract for the Charleston Base Cubicle Replacement to Apex in the amount of one hundred thirty-four thousand two hundred twenty-eight dollars and seventy-seven cents \$134,228.77.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of May 2023.

Rebecca Erickson, Chairperson

ATTEST:

Jackie Bidon
Interim Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 05/02/2023

AGENDA ITEM: Resolution No. 23-29, Repealing Resolution 23-25 and Reauthorizing Staff to modify STC Construction Contract KT 21-734

SUBMITTED BY: Steffani Lillie

TITLE: Service & Capital Development Director

DEPARTMENT: Capital

EXHIBITS/ATTACHMENTS: Resolution No. 23-29

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 17,096,187.00

EXPENDITURE REQUIRED: \$ 5,142,033.28

FUNDING SOURCE: Capital

REVIEWED BY: Executive Director

REVIEWED DATE: 04/24/2023

SUMMARY STATEMENT:

The Board approved Resolution No. 23-25 authorizing staff to modify the Silverdale Transit Center Construction Contract KT 21-734, adding DCN 10 and 12 for additional bus charging infrastructure and retaining walls in the amount of five million one hundred forty two thousand thirty three dollars and twenty eight cents (\$5,142,033.28). An oversight by staff neglected to reauthorize the full contracted amount within Resolution No. 23-25. Staff requests the Board's consent to repeal Resolution No. 23-25 and replace in its entirety with Resolution No. 23-29.

RECOMMENDED ACTION/MOTION:

MOTION: Move to repeal Resolution No. 23-25 in its entirety and reauthorize staff to modify Silverdale Transit Construction Contract KT 21-734, adding DCN 10 and 12 for additional bus charging infrastructure and retaining walls in the amount of five million one hundred forty two thousand thirty three dollars and twenty eight cents (\$5,142,033.28) which increases SCI's contract to thirteen million three hundred twenty five thousand three hundred eighteen dollars and fifty three cents (\$13,325,318.53).

RESOLUTION NO. 23-29

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS REPEALING RESOLUTION NO. 23-25 AND REAUTHORIZING STAFF TO MODIFY THE SILVERDALE TRANSIT CENTER CONSTRUCTION CONTRACT KT 21-734 FOR ADDITIONAL BUS CHARGING INFRASTRUCTURE AND RETAINING WALLS

WHEREAS, Resolution No. 23-25 is hereby repealed and replaced in its entirety; and

WHEREAS, at its regular meeting on January 4, 2022, the Board approved Resolution No. 22-09 authorizing staff to award the Silverdale Transit Center Construction Contract KT 21-734 to SCI Infrastructure LLC; and

WHEREAS, the contract included provisions to construct bus charging infrastructure for quantity two (2) inductive charging stations; and

WHEREAS, at its regular meeting on November 1, 2022, the Board approved Resolution 22-79 authorizing Kitsap Transit staff to purchase two (2) additional inductive charging units; and

WHEREAS, engineering consultant, Parametrix, Inc., was tasked with completing Design Change Notice (DCN) 10 – Additional Bus Charging Infrastructure, and DCN 12 - Retaining Wall; and

WHEREAS, additional work for DCN 10 and 12 includes excavation, electrical duct banks for electrical runs, grading for charger pads and electrical yard, soil nail and block retaining walls, electrical gear, and standby generators; and

WHEREAS, DCN 10 and 12 were submitted to SCI Infrastructure for cost proposals to complete the additional civil and electrical work for the bus charging infrastructure and retaining walls; and

WHEREAS, Parametrix and Kitsap Transit staff have completed an extensive cost analysis of SCI's cost proposals; and

WHEREAS, Kitsap Transit and SCI have completed negotiations and agreed to fair and reasonable pricing for DCN 10 and 12 in the amount of five million one hundred forty-two thousand thirty-three dollars and twenty-eight cents (\$5,142,033.28); and

WHEREAS, the contract modification adding DCN 10 and 12 to SCI Infrastructure contract KT 21-734 will be funded with local funds and is within the approved 2023 Capital Budget – Transit Fund.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners hereby directs staff to repeal Resolution No. 23-25 in its entirety and;

FURTHER, RESOLVES that staff is authorized to modify Silverdale Transit Center Construction Contract KT 21-734 adding DCN 10 and 12 for additional bus charging infrastructure and retaining walls in the amount of five million one hundred forty-two thousand thirty-three dollars and twenty-eight cents (\$5,142,033.28), which increases SCI's contract to thirteen million three hundred twenty five thousand three hundred eighteen dollars and fifty three cents (\$13,325,318.53) and resets the Executive Director's authority to approve future change orders up to ten percent (10%) of the new contract total.

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of May 2023.

Rebecca Erickson, Chairperson

ATTEST:

Jackie Bidon
Interim Clerk of the Board



Board of Commissioners Agenda Summary

Meeting Date: 05/02/2023

AGENDA ITEM: Resolution No. 23-30, North Base Heavy-Duty Maintenance Facility Design

SUBMITTED BY: Steffani Lillie

TITLE: Service & Capital Development Director

DEPARTMENT: Capital

EXHIBITS/ATTACHMENTS: Resolution No.

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 2,437,348.00

EXPENDITURE REQUIRED: \$ 490,476.00

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 04/24/2023

SUMMARY STATEMENT:

On February 14, 2023, staff publicly advertised Request for Qualifications (RFQ) KT 23-820 for the North Base Heavy-Duty Maintenance Facility Design project. Staff received three (3) proposals and TCF Architecture scored highest based on evaluation criteria. Staff has completed a cost analysis and negotiations for Phase 1, Tasks 0-5 of the project and considers TCF Architecture's cost proposal to be fair and reasonable in the amount of four hundred ninety thousand four hundred seventy-six dollars (\$490,476) plus applicable taxes.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 23-30, authorize staff to award a contract to TCF Architecture for an amount of four hundred ninety thousand four hundred seventy-six dollars (\$490,476) plus applicable taxes, for Phase 1 of the North Base Heavy-Duty Maintenance Facility Design Project.

RESOLUTION NO. 23-30

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD A CONTRACT TO TCF ARCHITECTURE FOR THE NORTH BASE HEAVY-DUTY MAINTENANCE FACILITY DESIGN PROJECT, PHASE 1

WHEREAS, Kitsap Transit completed construction of the North Viking Park & Ride and Fuel/Bus Wash Facilities in late 2016 with a location near SR 305; and

WHEREAS, the design scope of work for the Ruth Haines Roadway Design Project is completed and construction for the roadway improvements are anticipated to be awarded in the near future, and is part of the North Base expansion; and

WHEREAS, with the completion of Ruth Haines Road, Vetter Road will be transferred to Kitsap Transit and the two parcels operating as the North Operating Base may be joined into one cohesive site; and

WHEREAS, the North Base Heavy-Duty Maintenance Facility may now be sited and designed utilizing all space available on either North Base site; and

WHEREAS, on March, 5, 2022, the Board of Commissioners adopted Resolution No. 22-25 authorizing staff to proceed with competitive bids for the North Base Heavy-Duty Maintenance Facility Planning and Design Project; and

WHEREAS, on February 14, 2023, staff publicly advertised Request for Qualifications (RFQ) KT 23-820 for the North Base Heavy-Duty Maintenance Facility Design Project in accordance with the "Brooks Act;" and

WHEREAS, on March 23, 2023, staff received and evaluated qualifications/proposals from three (3) firms and TCF Architecture scored highest based on the proposal evaluation criteria; and

WHEREAS, staff has completed a cost analysis and negotiations for Phase 1 of the project for Tasks 0 through 5 and considers TCF Architecture cost proposal to be fair and reasonable in the amount of four hundred ninety thousand four hundred seventy-six dollars (\$490,476) plus applicable taxes; and

WHEREAS, this award is for Phase 1, Tasks 0-5 of the project. Phase 2, Tasks 0, 6 through 8 and Phase 3, Tasks 0, 9 and 10 will be presented to the board for future contracting awards; and

WHEREAS, this project was included in the approved 2023 Capital Budget – Transit Fund.

NOW, THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorize staff to award a contract for the North Base Heavy Duty Maintenance Facility Design Project to TCF Architecture for the Phase 1: Planning scope of work, Tasks 0 through 5, in the amount of four hundred ninety thousand four hundred seventy-six dollars (\$490,476) plus applicable taxes.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting held on the 2nd day of May 2023.

Rebecca Erickson, Chairperson

ATTEST:

Jackie Bidon,
Interim Clerk of the Board

DRAFT



Board of Commissioners Agenda Summary

Meeting Date: 05/02/2023

AGENDA ITEM: Resolution No. 23-31, Authorizing Nichols Brothers Boat Builders (NBBB) contract for M/V Commander Drydocking

SUBMITTED BY: Raymond Scott

TITLE: Director

DEPARTMENT: Marine Services

EXHIBITS/ATTACHMENTS: Resolution No. 23-31

BUDGETARY IMPACT *(if applicable)*

BUDGETED AMOUNT: \$ 154,734.28

EXPENDITURE REQUIRED: \$ 154,734.28

FUNDING SOURCE: Operating

REVIEWED BY: Executive Director

REVIEWED DATE: 04/24/2023

SUMMARY STATEMENT:

This resolution authorizes staff to enter into a contract with Nichols Brothers Boat Builders for drydocking and repairs for M/V Commander.

The total proposed expenditure is one hundred fifty-four thousand seven hundred thirty-four dollars and twenty-eight cents (\$154,734.28) which has been included in the 2023 Operating Budget - Ferry Funds.

RECOMMENDED ACTION/MOTION:

MOTION: Move to adopt Resolution No. 23-31 authorizing staff to contract with Nichols Brothers to schedule drydock and repairs of M/V Commander in the amount of one hundred fifty-four thousand seven hundred thirty-four dollars and twenty-eight cents (\$154,734.28).

RESOLUTION NO. 23-31

A RESOLUTION OF KITSAP TRANSIT BOARD OF COMMISSIONERS AUTHORIZING STAFF TO AWARD A CONTRACT FOR THE M/V COMMANDER DRYDOCKING AND REPAIRS PROJECT TO NICHOLS BROTHERS BOAT BUILDERS

WHEREAS, on March 29, 2023, Procurement Staff released an invitation for bids, KT 23-828 MV Commander Drydocking and Repairs; and

WHEREAS, on April 18, 2023, Kitsap Transit received one (1) bid in response to this solicitation, with Nichols Brothers Boat Builders (NBBB) announced as the apparent low bidder pending responsiveness and responsibility checks; and

WHEREAS, procurement staff has completed the responsiveness and responsibility checks and has deemed NBBB responsive and responsible; and

WHEREAS, staff has determined the bid pricing received from Nichols Brothers Boat Builders in the amount of one hundred fifty-four thousand seven hundred thirty-four dollars and twenty-eight cents (\$154,734.28) to be fair and reasonable; and

WHEREAS, this project was included in the 2023 Operating Budget – Ferry Fund approved via Resolution 22-76 on November 01, 2022.

NOW THEREFORE, BE IT RESOLVED the Board of Commissioners hereby authorizes staff to award a contract to Nichols Brothers Boat Builders for the M/V Commander Drydocking and repairs in the amount of one hundred fifty-four thousand seven hundred thirty-four dollars and twenty-eight cents (\$154,734.28).

ADOPTED by the Kitsap Transit Board of Commissioners at a regular meeting held on the 2nd day of May, 2023.

Rebecca Erickson, Chairperson

ATTEST:

Jackie Bidon
Interim Clerk of the Board

DRAFT

Kitsap Transit 2023 Goals Progress to Date

Service Planning/Improvements

Percent of Completion

Increase bus ridership 20 percent over 2022 numbers 2022 Q1: 248,706 2023 Q1: 303,903 Difference: +55,197 (22.19%)	100% *
Achieve a net increase of 25 new operators As of 4/24/23: 36 total hired; 2 retired; 9 terminated Net gain of 25	100% *
Award contract for APC system and have it installed and tested on 50 percent of Routed equipment Vendor selected; working through full contracting	10%
Conduct agency-wide passenger origin and destination survey study RFP is out on the street and we are waiting for bids. Proposed award in June	10%
Silverdale Transit Center at 90 percent completion Includes allowance for direct access and EV charging (60% without those scopes)	40%
Obtain 98 percent or better service reliability on fast ferry service Bremerton = 98%; Kingston = 99%; Southworth = 99%	99% *

Effective 3/31/23

* To date

Kitsap Transit

Income Statement - Transit Fund

March 2023

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Routed Fare	\$115,059	\$90,000	\$285,214	\$270,000	\$15,214	5.63 %
Worker Driver Fares	\$65,036	\$70,000	\$205,341	\$210,000	(\$4,659)	(2.22)%
Van Pool Fares	\$12,376	\$14,000	\$37,749	\$42,000	(\$4,251)	(10.12)%
Access Fare	\$16,777	\$13,000	\$49,575	\$39,000	\$10,575	27.12 %
Parking	\$15,350	\$13,500	\$54,065	\$40,500	\$13,565	33.49 %
Advertisement	\$0	\$0	\$1,440	\$0	\$1,440	0.00 %
Lease Income	\$43,825	\$43,000	\$132,076	\$129,000	\$3,076	2.38 %
Other Operating Income	\$1,973	\$1,000	\$3,659	\$3,000	\$659	21.97 %
OPERATING REVENUE	\$270,396	\$244,500	\$769,118	\$733,500	\$35,618	4.86 %
OPERATING EXPENSES						
General Administration	\$394,612	\$456,299	\$1,104,529	\$1,306,344	(\$201,815)	(15.45)%
Capital Development	\$50,415	\$60,436	\$138,852	\$170,136	(\$31,284)	(18.39)%
Customer Service	\$64,582	\$80,258	\$176,585	\$223,650	(\$47,066)	(21.04)%
Routed	\$1,064,859	\$1,224,106	\$2,931,667	\$3,404,966	(\$473,299)	(13.90)%
Worker Driver	\$86,625	\$99,151	\$234,711	\$274,658	(\$39,947)	(14.54)%
Rideshare	\$57,074	\$50,227	\$134,715	\$145,770	(\$11,056)	(7.58)%
Access	\$756,957	\$833,627	\$2,083,740	\$2,333,108	(\$249,369)	(10.69)%
Vehicle Maintenance	\$906,772	\$966,749	\$2,429,711	\$2,826,888	(\$397,176)	(14.05)%
Facilities Maintenance	\$290,142	\$287,235	\$841,420	\$837,689	\$3,731	0.45 %
Service Development	\$159,457	\$265,947	\$509,621	\$769,604	(\$259,983)	(33.78)%
Total Operating Expense	\$3,831,494	\$4,324,035	\$10,585,551	\$12,292,815	(\$1,707,264)	(13.89)%
OPERATING INCOME (LOSS)	(\$3,561,098)	(\$4,079,535)	(\$9,816,433)	(\$11,559,315)	\$1,742,882	(15.08)%
NON OPERATING INCOME (EXPENSE)						
Sales Tax	\$5,068,000	\$5,068,000	\$13,321,000	\$13,321,000	\$0	0.00 %
State Operating Grant	\$10,000	\$16,667	\$36,961	\$50,000	(\$13,039)	(26.08)%
Other Operating Grant	\$0	\$136,000	\$6,373	\$408,000	(\$401,627)	(98.44)%
Interest Income	\$206,087	\$50,000	\$589,043	\$150,000	\$439,043	292.70 %
Misc Income / (Expense)	\$0	\$0	(\$2,013)	\$0	(\$2,013)	0.00 %
Interest Expense	(\$1,394)	(\$1,400)	(\$4,183)	(\$4,200)	\$17	(0.40)%
Depreciation Expense	(\$473,215)	(\$537,500)	(\$1,419,646)	(\$1,612,500)	\$192,854	(11.96)%
Amortization Expense	(\$5,527)	(\$5,525)	(\$16,580)	(\$16,575)	(\$5)	0.03 %
Sales Tax Collection Fee	(\$50,680)	(\$50,680)	(\$133,210)	(\$133,210)	\$0	0.00 %
Gain/Loss Disposition of Assets	\$1,030	\$0	\$3,878	\$0	\$3,878	0.00 %
Total Non Operating Income (Expense)	\$4,754,301	\$4,675,562	\$12,381,622	\$12,162,515	\$219,107	1.80 %
NET INCOME (LOSS)	\$1,193,203	\$596,027	\$2,565,189	\$603,200	\$1,961,989	325.26 %

Kitsap Transit

Income Statement - Ferry Fund

March 2023

	Current Month		Year to Date		Year to Date Variance	
	Actual	Budget	Actual	Budget	Dollar	Percent
OPERATING REVENUE						
Local Ferry Fares	\$45,402	\$50,000	\$139,548	\$150,000	(\$10,452)	(6.97)%
Bremerton Fast Ferry Fares	\$130,492	\$105,000	\$413,592	\$315,000	\$98,592	31.30 %
Kingston Fast Ferry Fares	\$29,804	\$26,000	\$94,639	\$78,000	\$16,639	21.33 %
Southworth Fast Ferry Fares	\$33,754	\$29,000	\$113,440	\$87,000	\$26,440	30.39 %
Total Operating Revenue	\$239,452	\$210,000	\$761,220	\$630,000	\$131,220	20.83 %
OPERATING EXPENSE						
General Administration	\$170,443	\$239,511	\$475,954	\$707,939	(\$231,986)	(32.77)%
Local Ferry Operations	\$185,253	\$171,344	\$481,247	\$481,494	(\$247)	(0.05)%
Bremerton Fast Ferry Operations	\$221,153	\$338,963	\$621,651	\$982,171	(\$360,520)	(36.71)%
Kingston Fast Ferry Operations	\$237,247	\$321,966	\$669,533	\$940,727	(\$271,195)	(28.83)%
Southworth Fast Ferry Operations	\$218,051	\$270,842	\$645,106	\$791,829	(\$146,723)	(18.53)%
Maintenance and Facilities	\$201,908	\$391,433	\$507,713	\$1,138,607	(\$630,894)	(55.41)%
	\$1,234,055	\$1,734,059	\$3,401,203	\$5,042,767	(\$1,641,564)	(32.55)%
OPERATING INCOME (LOSS)	(\$994,603)	(\$1,524,059)	(\$2,639,983)	(\$4,412,767)	\$1,772,784	(40.17)%
NON OPERATING REVENUE (EXPENSE)						
Sales Tax Revenue	\$1,899,000	\$1,899,000	\$5,005,000	\$5,005,000	\$0	0.00 %
Operating Grants	\$0	\$80,417	\$0	\$241,250	(\$241,250)	(100.00)%
Interest Income	\$20,074	\$10,000	\$56,659	\$30,000	\$26,659	88.86 %
Interest Expense	(\$68,910)	(\$78,500)	(\$213,166)	(\$235,500)	\$22,334	(9.48)%
Depreciation	(\$270,677)	(\$287,500)	(\$812,030)	(\$862,500)	\$50,470	(5.85)%
Amortization	(\$1,013)	(\$1,000)	(\$3,040)	(\$3,000)	(\$40)	1.33 %
Sales Tax Collection Fee	(\$18,990)	(\$18,990)	(\$50,050)	(\$50,050)	\$0	0.00 %
Total Non Operating Income (Expense)	\$1,559,483	\$1,603,427	\$3,983,373	\$4,125,200	(\$141,827)	(3.44)%
NET INCOME (LOSS)	\$564,880	\$79,368	\$1,343,389	(\$287,567)	\$1,630,956	(567.16)%

**Kitsap Transit
Balance Sheet
March 31, 2023**

	Bus Fund	Ferry Fund	Consolidated
		ASSETS	
Cash and Cash Equivalents	3,606,329	471,683	4,078,011
Investment - General Fund	51,947,804	10,169,306	62,117,111
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	47,210	1,436,699	1,483,909
Investment - Contingency Reserve	4,000,000	-	4,000,000
Investment - Fuel Reserve	495,960	-	495,960
Tax Receivable	8,960,460	3,366,154	12,326,615
Capital Grants Receivable	5,068,111	-	5,068,111
Operating Grants Receivable	36,667	387,114	423,781
Accounts Receivable	821,151	711,170	1,532,321
Due from Transit	-	2,074,452	2,074,452
Inventory	1,345,206	3,495,097	4,840,303
Prepaid Expenses	1,797,487	743,949	2,541,436
TOTAL CURRENT ASSETS	\$ 128,739,126	\$ 26,512,682	\$ 155,251,808
Fixtures & Equipment, Net of Depreciation	1,262,360	33,638	1,295,998
Facilities, Net of Depreciation	30,772,358	4,706,307	35,478,665
Rolling Stock, Net Depreciation	14,538,871	39,105	14,577,975
Passenger Ferries, Net Depreciation	-	48,126,001	48,126,001
Capital Work in Progress	26,392,147	36,879,848	63,271,995
Leasehold Improvement, Net Amortization	1,553,290	-	1,553,290
Leased Facilities, Net Amortization	310,188	2,653,626	2,963,814
Land	19,048,023	-	19,048,023
Intangible Assets, Net Amortization	285,679	-	285,679
TOTAL CAPITAL ASSETS	\$ 94,162,915	\$ 92,438,525	\$ 186,601,440
TOTAL ASSETS	\$ 222,902,041	\$ 118,951,207	\$ 341,853,248
		LIABILITIES AND NET POSITION	
		LIABILITIES	
Accounts Payable	1,346,216	1,191,335	2,537,552
Due to Ferry	2,074,452	-	2,074,452
Payables to Other Transits	171,392	-	171,392
Deferred Revenues	89,011	19,551	108,562
Accrued Wages Payable	2,455,200	499,877	2,955,077
Employee Benefit Payable	454,121	65,154	519,275
Interest Payable	9,958	72,188	82,145
Short-Term Debt	268,065	2,870,000	3,138,065
Long-Term Debt	412,681	29,095,000	29,507,681
TOTAL LIABILITIES	\$ 7,281,096	\$ 33,813,105	\$ 41,094,201
		NET POSITION	
Invested in Capital Assets, Net of Related Debt	93,482,169	60,473,525	153,955,694
Restricted	55,155,910	5,093,757	60,249,667
Unrestricted	66,982,865	19,570,821	86,553,686
TOTAL NET POSITION	215,620,945	85,138,102	300,759,047
TOTAL LIABILITIES AND NET POSITION	\$ 222,902,041	\$ 118,951,207	\$ 341,853,248

Capital Work In Progress - March 2023

	Capital Budget And Expenditures							Capital Funding		
	2023 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget
						Remaining (%)				
Transit Fund										
Routed Coaches (7 Electric)	16,033,167	-	-	6,902,084	9,131,083	57%	3,014,880	7,287,283	8,745,884	16,033,167
Access Bus & Van/VanLink Replacements	4,354,271	-	-	4,890,602	(536,331)	-12%	-	4,354,271	-	4,354,271
Electric Bus (6 Electric)	5,844,054	-	4,918,968	923,794	1,292	0%	5,091,410	1,924,054	3,920,000	5,844,054
Electric Bus Charger	136,139	-	-	-	136,139	100%	-	27,228	108,911	136,139
Electric Bus (10) & Charleston & North Base Chargers	13,000,000	-	-	-	13,000,000	100%	-	2,600,000	10,400,000	13,000,000
Supervisor Vehicles (5)	270,000	-	-	-	270,000	100%	-	270,000	-	270,000
Worker Driver Buses (5 Electric)	9,860,685	-	-	5,379,275	4,481,410	45%	139,518	4,860,685	5,000,000	9,860,685
Gillig Rebuilds	700,000	-	-	-	700,000	100%	-	700,000	-	700,000
Rebuild Vehicles (5 WD)	500,000	1,176	25,259	-	474,741	95%	25,259	500,000	-	500,000
Vanpool Replacements	500,000	-	-	-	500,000	100%	-	500,000	-	500,000
APC Systems Equipment/Digital Signage	10,366,291	-	27,885	316,476	10,021,930	97%	105,173	10,366,291	-	10,366,291
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	89,803	-	-	-	89,803	100%	-	89,803	-	89,803
Charleston Base										
Server Room AC (New)(Current Leaking)	-	-	8,408	-	(8,408)		23,696	-	-	-
Cubicle Replacements (32)	160,000	-	-	-	160,000	100%	-	160,000	-	160,000
Routed Supervisor/Dispatch Redesign & CN	175,000	-	-	-	175,000	100%	-	175,000	-	175,000
Maintenance Bay Doors	92,000	-	-	-	92,000	100%	-	92,000	-	92,000
Mini-Heat Pumps (5)	60,000	-	-	-	60,000	100%	-	60,000	-	60,000
Electric Infrastructure Construction	2,154,582	50,617	121,311	-	2,033,271	94%	1,538,803	191,555	1,963,027	2,154,582
Northbase										
North Base HD Maintenance Facility (Planning)	2,437,348	-	171	-	2,437,177	100%	583	9,016	2,428,332	2,437,348
Vetter Road Fencing and Barricades	50,000	-	-	-	50,000	100%	-	50,000	-	50,000
South Base										
South Base (ESA, Permits, CM)	307,962	-	-	-	307,962	100%	113,973	61,592	246,370	307,962
South Base Construction (Locate and Design)	2,500,000	-	-	-	2,500,000	100%	-	2,500,000	-	2,500,000
South Base Re-Roofing	135,000	-	3,409	98,477	33,115	25%	3,409	135,000	-	135,000
Transfer Centers / Park & Ride										
Hwy 16 Park & Ride Planning and Design	3,178,075	59,357	127,896	881,609	2,168,571	68%	2,886,319	588,790	2,589,285	3,178,075
HWY 16 Park & Ride Construction	6,239,733	-	-	-	6,239,733	100%	10,267	-	6,239,733	6,239,733
Silverdale Transfer Center	17,096,187	204,358	1,277,429	7,409,161	8,409,596	49%	6,723,021	7,000,000	10,096,187	17,096,187
Ruth Haines Road (Design & Construction)	1,217,831	23,393	45,327	-	1,172,504	96%	194,562	1,217,831	-	1,217,831
Rental Park and Ride Improvements	20,000	-	-	-	20,000	100%	642,821	20,000	-	20,000
Gateway Bus Storage Facility & Park and Ride Analysis TOD	90,000	3,198	4,761	-	85,239	95%	66,841	40,000	50,000	90,000
Gateway Bus Storage Facility & Park and Ride PE/Design	823,466	-	-	-	823,466	100%	18,852	103,466	720,000	823,466
SR104 P&R PE/Design	578,035	-	-	-	578,035	100%	-	78,035	500,000	578,035
Gateway Center Rehabilitation - PE/Design/Complete	2,500,000	-	-	-	2,500,000	100%	160,482	2,500,000	-	2,500,000
Fred Meyer Stop Safety Improvements (Design Only)	30,000	-	-	-	30,000	100%	-	30,000	-	30,000
Port Orchard Transit Center Planning	937,500	-	31,855	352,850	552,795	59%	31,855	187,500	750,000	937,500

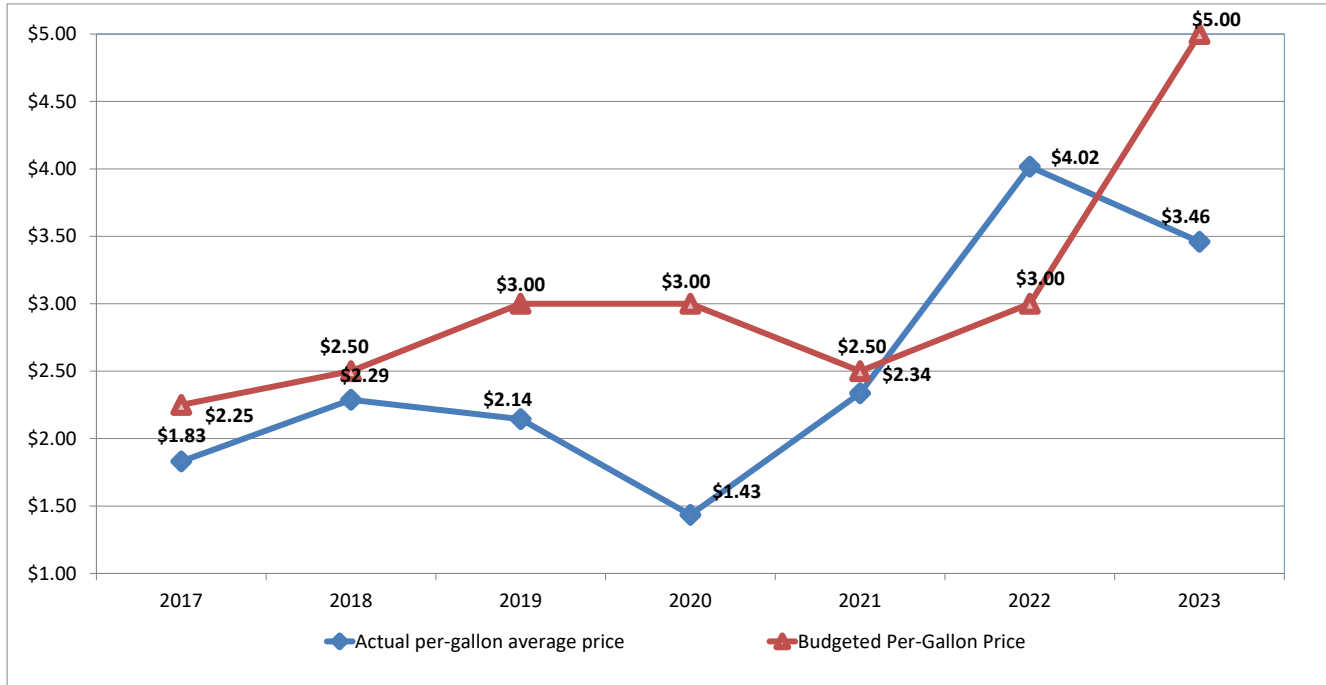
Capital Work In Progress - March 2023

	Capital Budget And Expenditures							Capital Funding		
	2023 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget
						Remaining (%)				
Bainbridge Monument Sign	15,000	34,177	-	-	15,000	100%	-	15,000	-	15,000
Bike Barn Lighting/Security Cameras	31,315	-	-	-	31,315	100%	-	6,263	25,052	31,315
West Bremerton Hydrogen Fueling & P&R (PL)	200,000	16,095	16,095	-	183,905	92%	16,095	40,000	160,000	200,000
West Bremerton Hydrogen Fueling & P&R (Design & ROW)	7,721,914	-	-	-	7,721,914	100%	-	3,584,383	4,137,531	7,721,914
Poulsbo Park & Ride (Right of Way Only)	1,500,000	-	-	-	1,500,000	100%	-	1,500,000	-	1,500,000
Inductive Charging (BTC, STC, WBTC & BITC)	1,500,000	-	-	-	1,500,000	100%	-	1,500,000	-	1,500,000
Silverdale Park & Ride (Design & ROW)	1,650,000	-	-	-	1,650,000	100%	-	1,650,000	-	1,650,000
Day Road Park & Ride (Design & Construction)	8,317,100	-	-	-	8,317,100	100%	-	1,663,420	6,653,680	8,317,100
Operator Training Facility	1,000,000	-	-	-	1,000,000	100%	-	1,000,000	-	1,000,000
Shelters	-	65,247	65,247	-	-	-	65,247	-	-	-
Equipment and Systems										
Drive Cameras for Buses	133,639	-	-	-	133,639	100%	-	127,000	6,639	133,639
ORCA Cap Costs ngO & Equip	578,272	-	172,248	-	406,024	70%	5,161,153	578,272	-	578,272
Computer Infrastructure Improvements	200,000	-	-	-	200,000	100%	-	200,000	-	200,000
Servers and Capitalized Computer Equip.	100,000	-	-	-	100,000	100%	20,077	100,000	-	100,000
VEEM Backup and Recover Software/Server	100,000	-	-	-	100,000	100%	-	100,000	-	100,000
APC UPS for Servers	60,000	-	-	-	60,000	100%	31,490	60,000	-	60,000
IP Cameras (Bremerton, PO Dock, South Base, CII)	250,000	-	47,237	-	202,763	81%	264,102	250,000	-	250,000
Misc. Equipment	15,000	-	-	-	15,000	100%	11,347	15,000	-	15,000
Scoot Reservation System	80,000	-	-	-	80,000	100%	-	80,000	-	80,000
Drive Simulators & Training Room Upgrades	900,000	4,431	-	812,817	87,183	10%	-	900,000	-	900,000
Pilot - Digital Bus Stop Panels	25,000	-	-	-	25,000	100%	-	25,000	-	25,000
Drone	5,000	-	-	-	5,000	100%	-	5,000	-	5,000
Schedule Racks	40,000	-	-	-	40,000	100%	-	40,000	-	40,000
Man Lift (Maintenance)	90,000	-	-	-	90,000	100%	-	90,000	-	90,000
Scaffold for EV Bus Maint	68,000	-	-	-	68,000	100%	-	68,000	-	68,000
TRANSTAC Software	25,000	-	-	-	25,000	100%	-	25,000	-	25,000
F150 Maint.	60,000	-	-	-	60,000	100%	-	60,000	-	60,000
Content Management System (assessment - implementation)	350,000	-	-	-	350,000	100%	-	350,000	-	350,000
Vapor Door Replacements (37)	185,000	159	-	-	185,000	100%	-	185,000	-	185,000
Driver Mate (Access)	117,640	-	-	-	117,640	100%	-	117,640	-	117,640
Bus in Motion Alarms	18,000	-	-	-	18,000	100%	-	18,000	-	18,000
Transit Fund Total	127,878,009	462,209	6,893,506	27,967,145	93,082,605	73%	26,361,237	63,137,378	64,740,631	127,878,009
Ferry Fund										
Ferry Vessels										
Owner Representation (New Vessels)	86,105	-	-	25,111	60,994	71%	416,616	86,105	-	86,105
Electric Fast Foil Ferry Design & Prototype	3,746,444	-	-	-	3,746,444	100%	-	1,123,933	2,622,511	3,746,444
Bow Loading Class (Retainage)	190,000	-	-	-	190,000	100%	11,873,058	190,000	-	190,000
MV Solano Purchase/PE/Rehabilitation	4,675,634	14,206	1,387,572	1,131,206	2,156,856	46%	11,799,914	1,713,772	2,961,862	4,675,634
Spare Jet Bow Loaders	700,000	-	-	-	700,000	100%	-	700,000	-	700,000
Genset Bow Loaders	278,696	-	-	-	278,696	100%	-	50,000	228,696	278,696
Spare Engines Lady/Reliance	210,000	-	-	268,550	(58,550)	-28%	94	28,158	181,842	210,000

Capital Work In Progress - March 2023

	Capital Budget And Expenditures							Capital Funding		
	2023 Budget	Current Month	YTD Expenditures	Encumbrance	Budget Remaining (\$)	Budget	Cumulative Expenditures	Local Funds Budget	Grant Funds Budget	Total Funds Budget
						Remaining (%)				
Workboat	288,837	-	-	-	288,837	100%	-	70,000	218,837	288,837
Finest Jet Replacement	953,348	-	-	650,010	303,338	32%	216,670	953,348	-	953,348
Vessel Engine Replacements (MTU)	1,800,000	-	-	-	1,800,000	100%	1,728,798	1,800,000	-	1,800,000
RP1 Foil Replacement (2)	1,474,970	-	280,000	514,980	679,990	46%	753,222	901,000	573,970	1,474,970
Electric Foot Ferry & Infrastructure Design and Construction	16,700,000	-	155,078	498,992	16,045,930	96%	226,645	2,500,000	14,200,000	16,700,000
Ferry Terminal										
Bremerton Dock Improvements/Rail Lift/Emerg. Intercom	351,205	23,187	23,187	-	328,018	93%	23,187	70,241	280,964	351,205
Alternative Analysis Seattle Terminal	92,000	-	3,683	-	88,317	96%	331,796	92,000	-	92,000
Seattle Terminal PE	3,575,000	-	-	-	3,575,000	100%	-	1,075,000	2,500,000	3,575,000
Southworth Terminal Redevelopment (WSF Partner)	3,103,804	-	-	-	3,103,804	100%	-	853,804	2,250,000	3,103,804
Southworth Parking Lot Changes	900,000	-	17,215	106,726	776,060	86%	69,584	900,000	-	900,000
POF Preventative Maintenance	771,019	-	34,868	-	736,151	95%	89,587	-	771,019	771,019
Breakwater at Port Orchard Marina (Partnership)	1,000,000	-	-	-	1,000,000	100%	-	1,000,000	-	1,000,000
Annapolis Environmental Study	150,000	-	-	-	150,000	100%	-	150,000	-	150,000
Marine Warehouse Updates	35,000	-	-	-	35,000	100%	-	35,000	-	35,000
Mooring Dock Alt. Analysis, Purchase & Improvements	4,999,835	1,813	31,114	-	4,968,721	99%	1,892,595	4,999,835	-	4,999,835
Marine Maintenance Fac. (Locate, ROW & Concept. Design)	1,500,000	-	29,847	-	1,470,153	98%	30,011	1,500,000	-	1,500,000
Marine Maintenance Fac. PE & Design (Grant Ask)	3,000,000	-	-	-	3,000,000	100%	-	-	3,000,000	3,000,000
Seattle Docking Facility (Match Only)	3,500,000	-	-	-	3,500,000	100%	-	3,500,000	-	3,500,000
Ferry Tools & Equipment										
Flatbed Truck	70,000	-	-	-	70,000	100%	39,824	70,000	-	70,000
Marine Specialty Tools	20,000	-	-	-	20,000	100%	-	20,000	-	20,000
Ferry Fund Total	54,171,897	39,206	1,962,563	3,195,575	49,013,759	90%	29,491,602	24,382,196	29,789,701	54,171,897
Grand Total	182,049,906	501,414	8,856,070	31,162,719	142,096,364	78%	55,852,839	87,519,574	94,530,332	182,049,906

Kitsap Transit Diesel Costs Updated through April 2023



Per-gallon average price	2017	2018	2019	2020	2021	2022	2023
January	\$1.78	\$2.10	\$1.89	\$1.99	\$1.68	\$2.89	\$3.50
February	\$1.75	\$2.04	\$2.08	\$1.80	\$2.04	\$3.18	\$3.40
March	\$1.64	\$2.02	\$2.13	\$1.31	\$2.15	\$3.90	\$3.46
April	\$1.78	\$2.36	\$2.21	\$1.04	\$2.07	\$4.30	\$3.48
May	\$1.70	\$2.46	\$2.34	\$1.08	\$2.23	\$4.30	
June	\$1.58	\$2.58	\$1.93	\$1.25	\$2.44	\$5.10	
July	\$1.61	\$2.39	\$2.08	\$1.36	\$2.37	\$4.99	
August	\$1.81	\$2.29	\$2.05	\$1.37	\$2.47	\$3.99	
September	\$2.12	\$2.38	\$2.13	\$1.27	\$2.41	\$3.89	
October	\$2.04	\$2.58	\$2.47	\$1.38	\$2.73	\$4.42	
November	\$2.20	\$2.36	\$2.40	\$1.72	\$2.73	\$4.35	
December	\$1.96	\$1.90	\$2.02	\$1.64	\$2.72	\$2.89	
Monthly Avg. Cost YTD	\$ 1.83	\$ 2.29	\$ 2.14	\$ 1.43	\$ 2.34	\$ 4.02	\$ 3.46
Budgeted Per-Gallon Price	\$ 2.25	\$ 2.50	\$ 3.00	\$ 3.00	\$ 2.50	\$ 3.00	\$ 5.00

In April, KT paid \$3.48 a gallon for fuel compared to \$3.46 in March. The year-to-date per-gallon average price as of April was \$3.46 compared \$5.00 a gallon for fuel budgeted for 2023.



To: Kitsap Transit
From: Doty & Associates, Inc. (prepared by J. Dylan Doty)
Date: April 24, 2023
Re: May 2023 Board Meeting – Legislative Report

2023 Session Review & Interim Preview

The 2023 Legislature adjourned *Sine Die* a couple of hours before midnight on Sunday, April 23, the final day of the 105-day legislative session. The Legislature finalized its Operating, Capital, and Transportation Budgets, and worked until the final hours on a potential response to the *Blake* decision regarding the criminalization of drug possession (SB 5536). Ultimately, lawmakers were unable to reach agreement on the criminal standard (simple vs. gross misdemeanor) and certain local preemption issues, and thus they adjourned without establishing any criminal penalties for drug possession as of July 1. Some are hoping for a special session to address this issue, but it is unclear at the time of this writing whether any compromise can be reached.

Despite the lack of a long-term agreement on the *Blake* issue, the Legislature passed a number of high-profile issues this session. A bi-partisan bill to amend the vehicular pursuit law (SB 5352) passed, allowing greater flexibility to law enforcement in pursuing certain criminals. Additionally, housing density and affordability was at the forefront, with a number of significant measures passing, including HB 1110 concerning middle housing, HB 1293 streamlining the permitting process for affordable housing projects, and SB 5412 altering the SEPA process for certain infill developments.

Beyond the housing and public safety issues, which largely had bipartisan (if mixed) support, the Legislature also passed a number of controversial bills, often with several Democrats voting no alongside all Republicans. The size of the Democrat majorities, however, allowed for passage even with several Democrats voting in opposition. Gun control legislation in the form of a ban on “assault weapons” (HB 1240) and a requirement for proof of completion of a recognized firearm safety training program (HB 1143) each passed despite unanimous opposition from Republicans alongside several Democrats. Similarly, a controversial measure passed on a party-line vote to allow shelters and host homes to house youth without parental permission if a youth is seeking or receiving protected health care services, including gender-related treatment and reproductive treatment (SB 5599).

As always, a number of high-profile proposals failed to make it over the finish line. Among them were bills to prohibit new natural gas hookups after June 30, 2023 (HB 1589), legislation to increase the real estate excise tax for both the state and local governments (HB 1628), and efforts to raise the property tax growth limit (HB 1670, SB 5770). Other revenue proposals to create a “wealth tax” (HB 1473 & SB 5486) failed to advance this session, but may preview future efforts to reform the tax structure of Washington State.



Attention has already turned to the looming 2024 elections. Although legislative and state executive offices are not on the ballot until November 2024, a number of campaigns will be kicking off this interim. Governor Inslee is expected to make an announcement on his future intentions sometime in May, with gubernatorial hopefuls like Attorney General Bob Ferguson waiting to see if the Governor will run for an unprecedented fourth term before announcing their own intentions.

At the legislative level, several current members have hinted that they may be seeking alternative offices (either state or local), which could have ramifications heading into the 2024 legislative session. Already of note is the resignation of House Republican Leader J.T. Wilcox (R-2, Yelm) and Deputy Leader Joel Kretz (R-7, Wauconda) from their leadership positions. House Republicans met shortly after the end of session and named Rep. Drew Stokesbary (R-31, Auburn) as the new Leader, and Rep. Mike Steele (R-12, Chelan) as the Deputy Leader.

Operating Budget

Lawmakers finalized a new biennial Operating Budget prior to adjourning for the year. The \$69.2 billion budget adds approximately \$4.7 billion in new spending, while leaving a total of \$3 billion in reserve accounts. The budget does not include any new tax increases, but also does not contain any tax relief for Washington residents, something Republicans had pushed for. Of note, the Operating Budget prioritizes spending on the state's education system, including increases in spending for special education, school counselors, and nurses. The budget also includes significant investments to attract new state workers to fill staffing shortages, allocating \$2.2 billion in pay increases for state workers and school employees.

Capital Budget

In addition to the Operating Budget, the Legislature completed a bipartisan Capital Budget prior to adjourning. The budget authorizes total expenditures of \$9.0 billion for the 2023-25 fiscal biennium. Of this amount, \$4.7 billion is financed with general obligation bonds. The remaining \$4.3 billion consists of the following:

- \$670 million from Water Pollution Control Accounts;
- \$745 million in other federal funds;
- \$717 million in Climate Commitment Act (CCA) Accounts;
- \$405 million in Public Works Assistance Account;
- \$328 million in Model Toxic Control Accounts (MTCA);
- \$317 million in non-appropriated higher education funding;
- \$295 million in alternative financing authorizations;
- \$278 million in Common School Construction Accounts; and
- \$559 billion in other funds.

\$95.4 million in bond capacity is reserved for a supplemental capital budget.



Of note to KT, the Port of Bremerton received \$1 million in funding for the Port Orchard Marina Breakwater.

Transportation Budget

The Legislature also finalized a bipartisan Transportation Budget prior to adjourning. The \$13.5 billion budget eliminates delays on major highway projects, investing \$5.4 billion in highway improvements and preservation, including the Puget Sound Gateway program that extends SR 167 from Puyallup to the Port of Tacoma, the US 395 North Spokane Corridor, and the I-5 Bridge Replacement Project between Washington and Oregon. An additional \$1 billion is allocated to the fish passage barrier program, while roughly \$1.3 billion will be invested in the state's ferry system, both for fleet construction and maintenance as well as workforce development via recruitment and training of new officers. Traffic safety measures were also a focus of this year's budget, with funding provided for the installation of speed safety cameras in active work zones, implementation of a young driver safety program, bicycle and pedestrian projects and improvements, and \$2.6 billion to improve recruitment and retention efforts at the Washington State Patrol.

A number of priority projects for Kitsap Transit were fully funded, including:

- \$1 million from the Puget Sound Ferry Operations Account for KT to provide supplemental service on the Seattle-Bremerton WSF route
- Authorization for Kitsap Transit to utilize up to \$5 million in toll credits for passenger-only ferry and ferry-corridor related activities
- \$6.5 million for Kitsap Transit's electric passenger-only ferry in the 2023-25 biennium
- \$6.25 million for Kitsap Transit's SR 16 park & ride in the 2023-25 biennium
- \$2.356 million in the 2023-25 biennium and another \$5.654 million in the 2025-27 biennium for KT's SR 305 Day Road park & ride
- \$3.84 million in the 2023-25 biennium for KT's inductive charging infrastructure
- \$2.3 million set for the 2027-29 biennium for KT's Silverdale Transfer Center
- \$16 million in the 2023-25 biennium for the SR 3/Gorst Area widening project, with an additional \$27 million slated for 2025-27 and the remaining \$31.298 million in the 2027-29 biennium (total \$74.298 million)
- \$34.464 million in the 2023-25 biennium for the SR 3 Freight Corridor project, with \$26.1 million set for the subsequent biennium and the remaining \$12 million in the 2027-29 biennium (total \$78.9 million)
- \$2 million from the Carbon Emissions Reduction Account to the Port of Bremerton for shore power systems and other zero-emissions infrastructure

In addition, a number of studies were funded in the budget that are of interest to public transportation. As reported by WSTA's lobbyist:



Department of Commerce:

- Shall submit a report on a transportation electrification strategy by November 1 , 2024.

Washington State University:

- Study public transportation commercial driver training and certification, including a review of standards that identify federal mandates for transit operator training.

Joint Transportation Committee:

- Convene a work group to study and recommend a new framework for WSDOT public-private partnership programs.
- Convene a department of transportation-local government partnership work group to create a procedure there WSDOT can partner with local jurisdictions to perform preservation and maintenance and construct projects on state highways.
- Oversee the design of an infrastructure and incentive strategy to drive the purchase and use of zero emission medium and heavy-duty vehicles, including heavy and medium-duty buses.
- Evaluate potential options and make recommendations for a statewide household travel survey and additional analytical capacity regarding transportation research.
- Oversee the development of tools and methodologies to evaluate carbon emission reduction estimates by program.
- Convene a work group that includes JTC, OFM and WSDOT and Treasurer's Office to develop recommendations by October 15, 2023, to meet the challenge of identifying an achievable delivery schedule for completing transportation projects.

Transportation Commission:

- Update the statewide transportation plan, conduct stakeholder outreach and framing the outreach around the policy construct and priorities, the 2022 transportation revenue package and recently enacted policy legislation.
- Study if changes are needed in jurisdictional assignment between state, county and city road systems.
- Assess and determine the feasibility of creating a future west coast transportation network plan.

Department of Licensing:

- In consultation with Transportation Commission, study the feasibility of implementing and administering a per-mile fee program.

Washington State Department of Transportation:

- For Thurston regional planning council (TRPC) to study options for multimodal high-capacity transportation to serve travelers on I-5 corridor between central Thurston County and Pierce County.



- Update 2019 feasibility study to add a fifth travel Washington intercity bus line in the Yakima Valley.

University of Washington:

- Sidewalk inventory and accessibility mapping project to develop a public dataset.

There are other studies related to department workforce and telework issues.

Kitsap Transit 2023 Legislative Agenda Update

KT's priority legislation to create parity between PTBA's and other government entities like WSF and public ports regarding aquatic lease fees with the Department of Natural Resources passed the Legislature unanimously. HB 1334 (sponsored by local Reps. Hutchins, Simmons, & Griffey) was signed into law by Governor Inslee on April 20th and takes effect July 23, 2023.

Another priority piece of legislation also passed unanimously. HB 1236, sponsored by Rep. David Hackney (D) from King County, will allow PTBA's to produce and distribute green hydrogen, as agencies look to decarbonize their fleets. The bill awaits signature by the Governor and will take effect on July 23, 2023.

Other Bills of Interest

A number of other bills of interest were worked this session. Below is a review of key legislation, and attached is a full bill tracking list of those items passing in 2023.

SB 5466 (Sen. Liias) concerns transit-oriented development and would prohibit GMA-planning cities from limiting densities in areas surrounding a transit station or hub or from requiring off-street parking as a condition of permitting development. The bill failed to pass prior to adjournment, but will be worked in the interim and will return in 2024.

SB 5342 (Sen. Kauffman) exempts transit agencies from certain interlocal agreement requirements when procuring rolling stock through cooperative procurement schedules, with the aim of adding more clarity and opportunity for local agencies to purchase vehicles from around the country. The bill passed the Legislature unanimously and was signed into law by the Governor. It takes effect July 23, 2023.

SB 5742 (Sen. Kauffman) codifies the Rideshare Grant Program, Special Needs Grant Program, the Freight Rail Investment Bank, Freight Rail Assistance Program, and the Bicycle Pedestrian Safety Grant at the Department of Transportation. These programs are included in the Transportation Budget each biennium, but would be set forth in statute should this bill pass. The bill passed the Legislature with strong bipartisan support and awaits signature by the Governor.



HB 1058 (Rep. Paul) is DOL's request bills regarding commercial drivers' licenses (CDLs). The legislation aims to streamline the licensing process for a CDL by allowing the department to waive requirements for applicants that previously surrendered the license, allowing the license to be renewed online, and modifying the license test fees. The bill passed unanimously and was signed into law by the Governor. It takes effect January 1, 2024.

SB 5550 (Sen. Liias) concerns staffing issues with Washington State Ferries. The bill requires WSF to develop programs for employees to gain maritime credentials and pilotage while on the job, as well as to adopt a formal policy to assist applicants to gain maritime credentials and documentation for entry level positions. It further requires WSF to evaluate management practices and develop a staffing model to better forecast staffing needs and succession planning. Lastly, it requires WSF to adopt a formal diversity, equity, and inclusion implementation strategy, and on an annual basis conduct an employee survey and use the results to perform an in-depth cultural assessment and form an action plan to remediate issues identified. The bill passed both chambers with strong bipartisan support and awaits signature by the Governor.

SB 5317 (Sen. Nobles) allows Regional Transit Authority (RTA) representatives to direct an immediate tow of unauthorized vehicles on or within an RTA right-of-way. Currently, Sound Transit must call the relevant law enforcement authority who then call a towing firm. The bill passed both chambers with strong bipartisan support and awaits signature by the Governor.

HB 1853 (Fey) makes various changes and corrections to the Move Ahead Washington package passed in 2022 by correcting certain drafting errors and making minor changes to various programs. Language was added that states that transit agencies may not delay or postpone their sales tax collections if they wish to qualify for the Transit Support Grant, and additional guidance was provided on implementing the Zero-Fare youth policy. The bill passed the Legislature and awaits signature by the Governor.

HB 1540 (Rep. Hutchins) requires driver training curriculum to include instruction on sharing the road with large vehicles, including commercial motor vehicles and buses. The bill passed both chambers unanimously and was signed into law by the Governor. It takes effect April 1, 2024.

SB 5272 (Sen. Liias) authorizes law enforcement officers to issue a traffic infraction when it is detected through the use of a speed safety camera system in highway work zones through June 30, 2030. The bill passed both chambers unanimously and was signed into law by the Governor. It takes effect July 23, 2023.

SB 5433 (Sen. Muzzall) authorizes DNR to purchase or otherwise acquire lands and facilities related to derelict aquatic structures, and to remove, refurbish, or dispose of derelict aquatic structures. Requires the DNR to submit all derelict aquatic structure removal projects to a



mitigation credits program in order to generate conservation credits, and requires any payments received for the sale of credits to be deposited into the Derelict Structure Removal Account created in the bill. The bill passed both chambers unanimously and awaits signature by the Governor.

SB 5726 (Sen. King) concerns prevailing wages on public works. The bill requires, with some exceptions, that public works contracts specify that wages paid to workers will not be less than the latest prevailing wage rate in effect at the time the work is performed. The bill passed the Senate but failed to move from the House Labor & Workplace Standards Committee.

Washington Highway Users Federation (WHUF)

WHUF hosted its weekly briefings throughout the legislative session. These meetings are open to WHUF members (including Kitsap Transit), provide a forum for presentations and discussions on all topics related to transportation. The meetings take place each Wednesday morning from 7:00-7:45 am in Olympia. This year's lineup included:

- Week 1: Governor's Office & OFM Discussing the Governor's Proposed Budgets
- Week 2: Sen. Curtis King, Ranking Republican on the Senate Transportation Committee
- Week 3: Rep. Andrew Barkis, Ranking Republican on the House Transportation Committee
- Week 4: Sen. Marko Liias, Chair of the Senate Transportation Committee
- Week 5: Rep. Jake Fey, Chair of the House Transportation Committee
- Week 6: Rep. Spencer Hutchins, Assistant Ranking Republican on the House Transportation Committee
- Week 7: Sen. Sharon Shewmake, Vice Chair of the Senate Transportation Committee
- Week 8: Chief John Batiste, Chief of the Washington State Patrol
- Week 9: Washington State Transportation Commission
- Week 10: Rep. Sam Low, Assistant Ranking Republican on the House Transportation Committee
- Week 11: Postponed
- Week 12: Rep. Jake Fey, Chair of the House Transportation Committee
- Week 13: Sen. Marko Liias, Chair of the Senate Transportation Committee
- Week 14: Sen. Curtis King, Ranking Republican on the Senate Transportation Committee