



Day Pass Discussion

Board of Commissioners Meeting
September 18, 2018



Shared at Quarterly Community Meetings

- September 8, 2018
 - Bremerton
 - Silverdale
 - Port Orchard
- September 15, 2018
 - Poulsbo
 - Bainbridge Island
 - Kingston



Your thoughts on ...

- Development
 - Good idea
 - How well used in Kitsap?
 - Great idea
 - Good for merchants – tourists visit more businesses



Your thoughts on ...

- Usage – Buses? Local foot ferry? Cross-sound fast ferry?
 - KT only – one for buses and local foot ferry, separate one that is all inclusive
 - Not on cross-sound ferry
 - Who tracks purchase and use?
 - Link with or distribute to merchants for tourists?



Your thoughts on ...

- Price
 - \$5 – Good discount with no adverse affect on operating costs
 - \$6 – Cost of 1.5 round trips, with fourth (and subsequent) trip free



Your thoughts on ...

- Method of Distribution
 - Depends on target market
 - Scratch ticket style
 - Paper pass, maybe different colors or letters for each day.
 - Electronic – active graphic to prove validity
 - Kiosk at ferry terminals (Seattle & Bainbridge) with map of Island
 - Phone app, mobile ticket
 - Point of Sale systems can be difficult



Things to think about ...

- Cost to implement
 - Current day pass available on ORCA for KT local services (no fast ferry). Would only need to update price and make live, with little additional cost.
 - No reduced fare day pass option on ORCA
 - Approximately 7.5 months and \$17,000 to develop reduced fare day pass
- FTA Requirements – Title VI
 - Day pass on electronic format requires a Title VI analysis document, investigating the effect on impacted individuals, determining if there is negative or disparate impact.
 - If yes, need to identify mitigation factors to put in place: paper pass, ORCA card with same product, or another we deem equal and accessible to the impacted individuals
 - If no, need to justify.



Questions?

John Clauson
Executive Director

Kitsap Transit 
Connecting Communities