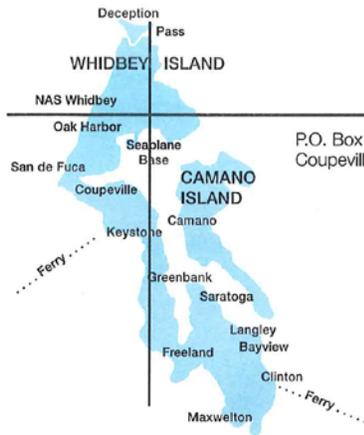


Part 4: letters from agencies and organizations



Island County Board of Commissioners

P.O. Box 5000
Coupeville, Washington 98239-5000

Phone: (360) 679-7354
From Camano: (360) 629-4522
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September 7, 2018

Amy Scarton
Assistant Secretary
Washington State Ferries
2901 Third Avenue, Suite 500
Seattle WA 98121

Subject: Coupeville Ferry Route Capacity Increase Request

Dear Ms. Scarton,

Demand for ferry service on the Coupeville to Port Townsend route exceeds supply and has not been restored to historic levels that existed prior to the advent of the Kwa-di Tabil class of boats which began to come into use in 2010. Specifically we request that both the 2019 budget and the long range plan (LRP) be amended to include additional service as follows:

- 2019 budget: add 2 additional service hours daily during the peak season (May through October)
- LRP – extend 2 boat service prior to the Easter holiday and through the Thanksgiving weekend. Additionally, resume 2 boat service for the 3 week period surrounding Christmas and New Year, weather dependent as usual but more so considering the winter season aspect.

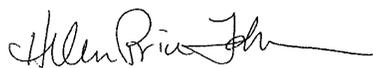
The current version of the LRP calls for expanded service in 2028. We are confounded by this date. In the seven years since 2010 ridership on this route is up 43%. Further, the first quarter of 2018 numbers were up 7.4% and the 2nd quarter 3.7%. The peak 3rd quarter has been equally heavy, with the exception of the crab pot incidents. What is important is to avoid anything like the 10 week loss of the Salish in 2017. See the attached route growth table.

WSF has the vessel capacity needed to expand the service here, and these vessels are really only good for this route. The KDTs (64-car ferries) are a very poor fit on any other route for other than emergency replacement situations. They are not very practical as "maintenance relief" vessels due to limited vehicle and passenger capacity and high fuel consumption.

Lastly, there is much evidence that this route is constrained. It is true that the implementation of the reservation system has provided a much improved experience for those who can use it. This has been particularly important for commercial and military traffic. However during peak season, reservation slots are constantly booked out. Further, the reservation system doesn't capture those who wish to ride but can't. During the last two summers complaints about lack of availability have continued to increase. WSF's route congestion chart shows likely drive up (standby) success on only 11% of the 216 weekly sailings. Whidbey might not always be the final destination for tourists, but the lack of connections via CV-PT reduces Whidbey tourism, and redirects those traveling to/from the Olympic peninsula, increasing traffic onto the I-5 corridor and the Edmonds-Kingston route.

Thank you for your attention to this issue. Please contact me or the Coupeville FAC Chairman Ralph Young for more information. We look forward to continuing ferries success with the LRP.

Sincerely,



Helen Price Johnson
Island County Commissioner

Cc: Ralph Young, Coupeville Ferry Advisory Committee, Chair
Brian Wood, Island County Transportation Planner

CV PT Change in Ridership

<u>Total Ridership</u>		<u>% Change</u>
<u>Q2 18</u>		3.7 total ferry system down .4%
<u>Q1 18</u>		7.4 total ferry system up 2.7%
2017	806,823	-1.5 loss of 1 boat for 10 weeks during 3rd qtr peak (crabpot)
2016	819,285	4.1
2015	787,391	8.9
2014	723,045	6.5
2013	678,622	-0.8
2012	683,944	3.2 2/14 Salish replaces Chet
2011	662,026	17.4 7/1 Kennewick
2010	563,804	11/14 Chetzemoka

Jefferson County/Port Townsend Ferry Advisory Committee (PT-FAC)

Recommendations and Comments regarding Washington State Ferries September 10, 2018, Draft Long-Range Plan (LRP)

Summary:

After reviewing the Draft Long-Range Plan, the PT-FAC recommends that the following four items be addressed and incorporated into the final LRP that is submitted to the Legislature:

1. Provide additional service to the Port Townsend-Coupeville route sooner than shown in the Draft LRP.
2. Solar energy and local storage should be an integral part of the electrification plan for the terminals, and even for the vessels themselves.
3. The number of vessel classes in the WSF fleet should be reduced and kept to the smallest number possible.
4. Consideration should be given to modifying or relocating the Keystone Harbor to accommodate larger vessels.

Specific recommendations and comments:

(1) Provide additional service to the Port Townsend-Coupeville route sooner than shown in the Draft LRP.

(Once the Keystone harbor and Port Townsend terminal have been upgraded and service by 144-car vessels has begun, our recommendations below would no longer apply.)

In concurrence with the September 7, 2018 letter from Island County Commissioner Helen Price Johnson, we recommend that WSF provide additional service as follows:

- Add 2 hours of service per day in 2019 (not 2020)
- Extend the 2-boat service season sooner than 2028
- Start 2-boat service before Easter and end after Thanksgiving
- Provide 2-boat service for the year-end 3-week holiday season

(2) Solar energy and local storage should be an integral part of the electrification plan for the terminals, and even for the vessels themselves.

Current solar technology can produce about 300 kW per acre.

The new Colman terminal has about 1 acre of roof space. So, about 300 kW could be generated.

Much of the holding area for the new terminal could likewise be covered with solar panel "carports".

The parking lots at Bainbridge Island and the terminal itself cover at least 6 acres. If those areas were covered with solar panels, about 1.8 mW could be generated. Drivers would probably also be happy to be able to stay dry in the winter and to come back to a car that had not turned into an oven in the summer.



The parking lots and other areas at some terminals such as Kingston and Anacortes also offer several acres. Other terminals have more limited space for solar panels.

Independent of the ability to use solar panels at a given terminal, large-capacity storage batteries should be placed at each terminal where the plug-in hybrid ferries will recharge during the dwell time between sailings.

Continually recharging those shore-based batteries from both solar (where possible) and the grid would substantially reduce the large surge demand on the grid. The shore power study estimates that roughly 10 mW service will be needed to meet demand; maximizing the use of solar will bring Washington State that much closer to our goal of having a "zero carbon" fleet.

As stated on Page 14 of the [Shore Power study](#):

"The total power required to charge the vessel was calculated based on the current power usage during both the vessel's transit and docking, unloading, and loading at the terminal.

The design energy requirement is based on a typical transit from Bainbridge to Seattle, since the energy consumed on this route is greater than the energy consumed on the Edmonds-Kingston route. A one-way trip from Bainbridge to Seattle has an average energy consumption of 2,200 kWh, per WSF. The charging time at full power is 15 minutes, so the total power required for the transit is 2,200 kWh -- 0.25 hrs, or 8,800 kW.

The power required while at the dock was estimated to be 400 kW for the ship service load and 800 kW for pushing the dock.

This yields a total of ten megawatts required to replace the energy consumed during transit as well as to supply power while the ferry is at the dock."

The other major benefit of provisioning the terminals with solar plus local storage will be to increase resiliency and sustainability in the event of widespread natural disasters that affect the electrical grid. Even if the grid is "down", at least partial operations would be possible.

Finally, a Jumbo Mark II ferry has about ½ acre of horizontal space over the passenger cabin areas. So, about 150 kW could be harvested if those areas were covered with solar panels as part of the hybridization work.

According to the [Elliott Bay Hybridization study](#) for the Jumbo Mark IIs, "the ship service loads total about 300 kW" (Page 7). Solar panels on top of the ferry, combined with onboard battery storage (separate from or as part of the main hybrid propulsion system's power bank), could provide a significant portion of the power used for HVAC, lighting, and other systems.

(3) The number of vessel classes in the WSF fleet should be reduced and kept to the smallest number possible.

Currently, there are 7 classes of vessels (capacity), and several sub-classes/variants, in the WSF fleet:

Kwa-di Tabil	64
Evergreen State	87
Issaquah	124
Olympic	144
Super	144
Jumbo	188
Jumbo Mark II	202

The Draft LRP calls for continuation / construction of 6 or 7 classes:

Kwa-di Tabil converted hybrid	64
New hybrid	124
New hybrid	144
Olympic diesel	144
Olympic hybrid	144
Jumbo Mark II converted hybrid	202
New hybrid ** (if LRP Plan B)	202

We recommend that this be reduced to 4 or 5 classes:

Olympic diesel	144
Olympic hybrid	144
New hybrid	144
Jumbo Mark II converted hybrid	202
New hybrid ** (if LRP Plan B)	202

Having fewer classes and interchangeable vessels will result in substantial savings in:

- Design, engineering, and construction of vessels
- Crew training
- Maintenance
- Spare Parts

-
- Inspections, compliance
 - Reservations (software complexity)

The need for a specialized 124-car vessel for the Fauntleroy/Vashon/Southworth route is questionable. The constraints/justifications stated in the LRP are "loading issues"; an operational solution, not a specialized class of single-purpose vessels, should be found.

One of the most important lessons to be learned from the Port Townsend/Coupeville route is that specialized vessels are not a good system solution.

Eliminating the 64-car Kwa-di Tabil class from the fleet is predicated on our next recommendation:

4. Consideration should be given to modifying or relocating the Keystone Harbor to accommodate larger vessels.

64-car Kwa-di Tabil class ferries have run aground at Keystone Harbor about once every three years. This presents an ongoing safety risk for passengers and crew as well a risk of serious, costly damage to the vessels.

Other service disruptions, such as crab pot lines fouling the propellers, have highlighted the fact that WSF has only one class of vessels that can serve the Port Townsend-Coupeville route.

At the end of the 2003-2007 Keystone study, none of the proposed options for improving the route were selected and no substantial changes to the infrastructure of the Port Townsend-Coupeville route were made. That is, the Port Townsend dock was not enlarged, and the Keystone Harbor was left unchanged, leaving the route serviceable only by the small 60-car Steel Electric ferries.

However, in late November, 2007 – only a few months after that study ended – all four of the Steel Electric ferries were permanently removed from service; a 50-car ferry was leased from Pierce County and it served the route for 2008-09, but with greatly reduced capacity.

A reservations system was developed to help manage that reduced capacity, and that system was upgraded when the new 64-car vessels began service in 2010-12.

When the Keystone study was being conducted, the concern about 144+ cars backing up onto city streets for hours at a time was a major factor in the decision to stay with the smaller sized ferries. The reservation system should mitigate that concern, allowing the Port Townsend terminal to operate without the need for any on-street holding area.

Replacing the 64-car ferries that currently operate on the Port Townsend-Coupeville route with a 144-car ferry is being recommended because:

- Operating one vessel instead of two will result in substantial savings in crew, fuel/energy, and maintenance.
- Larger vessels would increase route capacity for commercial vehicles.
- The risk, engineering and installation expense of attempting to convert the existing diesel-mechanical propulsion systems of these three small ferries to hybrid diesel-electric can be avoided.

-
- Once the changes to the harbor and docks have been made, WSF could sell the three 64-car Kwa-di Tabil vessels while they still have value, before they reach the end of their useful lives (~2060).
 - The proceeds from selling, plus the savings from not hybridizing, the three 64-car vessels should be used to continue the new 144-car vessel construction/replacement program.
 - A 144-car ferry costs about \$125 million, which is roughly comparable to the cost of upgrading the Keystone and Port Townsend dock facilities (as was estimated by WSDOT in 2007).
 - The ability to use any vessel (except the 202s) on any route will greatly improve the ability to quickly substitute relief vessels to wherever they are needed with fewer disruptions. Every 144-car diesel or converted hybrid Olympic class or 144-car next-generation plug-in hybrid should be able to serve any route; the SOLAS 144-car vessels would be the exception.

Because there is no off-dock holding area, the Port Townsend dock would have to be expanded (lengthened, widened, and possibly reoriented) to hold approximately 200 cars, or about 1 ½ boats-worth for 144-car ferries, to allow the reservations system to function properly. The Port Townsend dock currently has 10 lanes with space for about 100 cars.

Similar, corresponding changes would be needed on the Keystone side of the route.

The number of sailings would, initially, be reduced; the two-boat, 45-minute summer schedule would change to a one-boat, 90-minute schedule to provide the same capacity as today. More frequent service is likely not possible with a single vessel because of the combined transit and dwell times.

The Port Townsend-Coupeville route is frequently thought of as a "tourist route." The [WSF 2013 Origin-Destination survey](#) states, "The majority of riders on this route are infrequent users; more than 60 percent of weekday riders reported making only one or two trips in the past week. This is consistent with the relatively low percentage of commuters on this route compared with other routes in the WSF system."

The reservations system allows customers to arrive 30-45 minutes prior to their scheduled sailing, so having less frequent sailings should not significantly inconvenience or impact tourist users. During the busiest times of the year, the number of sailings can be increased to accommodate the demand.

One additional vessel (two-boat service) would be likely needed toward the end of the 2040 planning period and beyond, but only during the height of the tourist season and on a limited number of holiday weekends. By that time, the fleet reliability will have improved and the number of vessels in the fleet will have grown sufficiently to allow the additional service to be provided.

After the Keystone Harbor has been upgraded in any of the ways identified in the earlier study, the risk of ferries running aground as well as the numerous cancellations that are caused by tidal currents should be eliminated, thus greatly improving the service level on the route.

The PT-FAC requests that WSF give these recommendations serious study and incorporates them into the final LRP that is submitted to the legislature in January, 2019.



City of Tacoma

October 23, 2018

Washington State Ferries
Attn: Ray Deardorf
2901 3rd Ave. Suite 500
Seattle, WA 98121

RE: City of Tacoma Comments on the Washington State Ferry (WSF) Draft Long Range Plan

Dear Mr. Deardorf:

The City of Tacoma is currently working with Pierce Transit and the Port of Tacoma on a Tacoma/Seattle Fast Ferry Feasibility Study (Feasibility Study). We were pleased to see that the Draft WSF Long Range Plan (WSF Plan) supports "Partnering with regional passenger-only ferry operators ..." and provides specific examples of how this partnership can occur, e.g. "Explore partnership opportunities with passenger-only ferries for the installation of a second slip at the Southworth terminal." Our Feasibility Study is far enough along for us to request that similar language be included for the Point Defiance terminal.

Beyond this, though, we ask that you consider having the WSF Plan include a broader discussion of partnership opportunities, a discussion that goes beyond existing proposals and brings WSF expertise to the emerging passenger-only ferry (POF) planning and programming on an ongoing basis. Specifically, we would like to see the Executive Summary "Manage Growth" recommendations include a fourth bullet as follows "Coordinate with fast ferry initiatives" and Section 5 include supportive language in the plan for four of the specific proposals emerging from our Feasibility Study:

1. Participate in regional coordination and discussions regarding POF service

Developing a regional framework to guide POF investments and plan for coordinated service is necessary and underway, including discussions around a regional hub in downtown Seattle. Opportunities for joint operations and shared resources and assets will ensure the various services work as seamlessly and efficiently as possible.

Tacoma and Pierce County should be involved in the emerging regional discussion around passenger only ferry operations. Immediate avenues include:

- Commenting on Washington State Ferries (WSF) Long Range Plan, requesting WSF coordinate their auto ferry service with POF operations to the extent possible, and including exploring opportunities for accommodating POF operations at existing WSF terminals.

- Working with transportation partners regarding a regional ferry service hub in downtown Seattle.
 - Coordinating with WSF regarding potential opportunities at their existing facilities and with existing service.
 - Engaging with King County Marine Division and Kitsap Transit regarding Pier 50 and expanded POF facilities.
 - Coordinating with Kitsap Transit as it expands its POF routes.
- Pursuing partnerships with local and regional entities regarding funding opportunities for continued planning and implementation.

2. Advocate for funding for POF studies during the next legislative session(s)

Develop and implement a legislative strategy including engaging other partners to request studies related to coordinated POF operations (see next recommendation re: study). The goal would be to secure an appropriation during the 2019 session to fund necessary studies, with possible follow-up funding in the 2020 session regarding service implementation. Next steps include:

- Convening a coalition of POF partners to coordinate legislative request, strategy and materials.
- Identifying and meet with appropriate legislators (i.e. transportation committee members after committee assignments are made); include key Governor's staff.
- Engaging during the 2019 legislative session.

3. Pursue a regional study regarding POF services

The Puget Sound Regional Council (PRSC) completed a 2008 Puget Sound Passenger Only Ferry Study which evaluated many aspects of POF service and operations. The study is now outdated, with many changes in existing services, infrastructure/docks, vessel technologies, etc. Given the significant interest and momentum around POF service, developing a new study that reviews financing options, governance structure, capital planning, and opportunities for new routes, coordination and shared assets is timely. (See above recommendation regarding legislative funding for the study.)

4. Explore additional partnership opportunities, including public-private partnerships

There may be opportunities to partner with various private or other municipal entities to provide fast ferry service, especially regarding sharing shoreline opportunities or engaging ridership. Continue to explore options, including with Metro Parks Tacoma and relevant private developers.

WSF Draft Long Range Plan
October 23, 2018
Page Three

Thank you for the very high quality of your draft plan, your great outreach efforts, and this opportunity to participate.

Sincerely,



Elizabeth Pauli
City Manager

cc: Mayor and Council Members
Peter Huffman, Planning and Development Services Director
Randy Lewis, Government Relations Officer
Kurtis Kingsolver, Public Works Director
Jeff Robinson, Community and Economic Development Director



KITSAP COUNTY DEPARTMENT OF PUBLIC WORKS

614 DIVISION STREET (MS-26), PORT ORCHARD, WA 98366-4699 | KITSAP1: 360.337.5777 | KITSAPGOV.COM

October 25, 2018

Washington State Ferries
2901 Third Avenue Suite 500
Seattle WA 98121-3014

RE: Draft WSF Long Range Plan

Thank you for the opportunity to be part of the Washington State Ferries long range planning process. On behalf of Kitsap County Public Works, we have the following comments on the draft WSF 2040 Long Range Plan (Sept. 2018).

Pg. 5, 4th bullet: There is no mention of “enhanced” accessibility or mobility for vehicle movement on-shore from the terminal.

Pg. 28, “Relationship between....”: How will Kitsap Transit’s Fast Ferries impact Kingston, Southworth, and Bremerton ridership forecasts? **Pg. 30** states that “...net effect on future WSF ridership is not yet know.” How will the impact from the Fast Ferries influence the decision for the Kingston boat configuration?

Pg. 29, “Growth in traffic...”: Kingston should be included in the list of terminals impacted.

Pg. 29, “A Practical...”: Nice call out and write-up.

- “~~WSF convened a~~ A stakeholder group....”.
- “...expansion and enhancement of the tally system that manages the queue by confirming vehicles place in line and regulates vehicle flow, and construction of a remote ~~expanding the~~ holding area on WSDOT and Kitsap County property off SR 104 upstream from the terminal.
- “Kitsap County secured a \$740,000 ~~\$1.3 million~~ grant...”

Pg. 30, 1st sentence: How is “complementary” service of fast ferries included in ridership forecasts?

Pg. 3, 1st sentence: Grammar?

Pg. 58, 2nd paragraph: “...accessibility...adjacent to the terminal (transit connections and infrastructure...) can...” does not address “accessibility” issues for vehicle ingress and egress of terminals.

Pg. 59, Invest in technology: The emphasis in this section is virtual information communications, this is good. However, the Plan also needs to address “on-the ground” just-in-time” information for vehicles at “decision points” as they travel to the terminal. Drivers cannot use phones/web while driving and need current information for assistance. VMS signage, parking availability signage, etc.



Pg. 61, Upgrade ticketing...: What is “customer relationship management system”?

Pg. 61, Automatic vehicle length....: License plate recognition can provide vehicle type (length) limiting the need for length detection to identification as to whether they have a trailer.

Pg. 64, “...flexibility...emerging technology...”, 2nd paragraph: WSF should assume, for planning purposes, that pick-up/drop off zones are contained within the terminal/loading dock footprint and not located within the local roadways to minimize spill over.

Pg. 64, Bullet, “Asses...”: The AV discussion assumes that the vehicle will not need guidance built into the ferry infrastructure. WSF should assume that its directional signage, toll booths, loading dock lanes, and ships will need to be retrofitted with AV guidance assistance systems.

Pgs. 66-67, Vehicle registration system:

- Reservation systems should be considered carefully. Reservation systems grant “preferred status” to selected persons; such preferred status could be construed inconsistent with WSF routes being designated public highways.
- The chart on pg. 67 is a prime example where “preferred status” might be granted to a specific class of user to “avoid inconvenience” to that class of user at the expense of other users of the public highway. Pg. 73 provides more details on individual routes; however, it is not clear between the chart and this page “who” is being “inconvenienced” by reservations.
- Having periods of reservation and non-reservation could cause significant customer confusion and impact the communities near the terminals.
- Alternatives to manage WSF traffic, not based on “preferred status”, such as “automated tally systems” need to be addressed in the plan.

Pg. 78, Fautleroy/Vashon/Southworth:

- How is WSF proposing improving the on-time rate?
- What is the supporting rationale for the “triangle” routing and not direct routes Southworth/Fautleroy and Vashon/Fautleroy?
- What is the performance information for the recommended options: IE: What is the net capacity increase (vehicle/passenger) during peak times (daily, weekend/holiday) with the recommended changes?
- There is no discussion or recommendations for overflow congestion on SR 160 during peak periods. The Plan should include ferry holding area along SR 160 for overflow.

Pg. 79, Edmonds/Kingston:

- Paragraph 1: “When vehicle holding at the Kingston terminal is full, vehicles often line up along SR 104 [blocking access to the Kingston Village Center and SR 104 from Bannister Rd. to Lindvog Road.](#)”
- What is the performance information for comparison between A and B? IE: What is the net capacity increase (vehicle/passenger) during peak times (daily, weekend/holiday) with the recommended changes?

Pg. 87, 4th bullet: Alternatives to manage WSF traffic, not based on “preferred status”, such as “automated tally systems” need to be addressed in the plan.

Pg. 98, “Near Term, Vessels”: How will hybrid-electric conversion of Jumbo Mark II impact scheduled maintenance rotation of the fleet?

Pg. 99, “Near Term, Technology”: Utilizing “Good to Go” on east bound trips (no passenger toll) should be an easy conversion. The “Good to Go” toll setting algorithm should be easily modified to set the toll by vehicle length based on license plate (vehicle type).

Pg. 100, “Medium Term, Vessels”:

- It is not clear how WSF will manage vessel maintenance schedules and conversion of boats to hybrid. What is the long-term impact of further delaying scheduled maintenance to support hybrid conversions?

Pgs. 100-1, “Medium Term, Terminal - Technology”:

- Mid-term plan must include: Congestion management projects in Kingston: Realignment of SR 104, Lindvog remote holding lot, and enhances tally system.
- What is the anticipated funding/development relationship between WSF and Kitsap Transit for Southworth dock improvements?

Pg. 104, “Route by Route breakdown”: Near-Term recommendations should be included for each route so that there is a single location listing the complete recommendations for a route.

Pg. 105, “Fautleroy/Vashon/Southworth”:

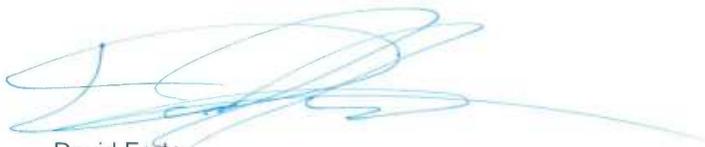
- The Near-Term on pg. 99 and Mid-Term on pg. 105 recommendations do not appear to be consistent with respect to the timing of the second slip at Southworth.
- There is no discussion or recommendations for overflow congestion on SR 160 during peak periods. This should be a mid-term priority.

Pg. 106, “Edmonds/Kingston”:

- Mid-term plan must include: Congestion management projects in Kingston: Realignment of SR 104, Lindvog remote holding lot, and enhances tally system.
- What is the performance information for comparison between A and B? IE: What is the net capacity increase (vehicle/passenger) during peak times (daily, weekend/holiday) with the recommended changes?
- What are the primary determiners from a policy and operational perspective in deciding between the two options?

Thank you again for the opportunity to provide comments on your draft plan.

Sincerely,



David Forte
Transportation Planning Supervisor
Kitsap County Public Works
dforte@co.kitsap.wa.us
360-337-7210

October 22, 2018

Washington State Ferries
Attn: Ray Deardorf
2901 Third Avenue Suite 500
Seattle WA 98121-3014

Pierce Transit is currently working with the City of Tacoma and the Port of Tacoma on a Tacoma/Seattle Fast Ferry Feasibility Study (Feasibility Study). We were pleased to see that the Draft WSF Long Range Plan (WSF Plan) supports "Partnering with regional passenger-only ferry operators ..." and provides specific examples of how this partnership can occur.

Beyond this, Pierce Transit asks that you consider having the WSF Plan include a broader discussion of partnership opportunities, a discussion that goes beyond existing proposals and brings WSF expertise to the emerging passenger-only ferry planning and programming on an ongoing basis.

On page 6, under the heading *Manage growth → Provide system capacity enhancements through modest increases in service hours and by leveraging new vessel construction, terminal improvements and existing infrastructure modification*

Please consider adding language regarding the coordination of space and schedule requirements with passenger-only ferry operators in planning for future growth at shared facilities.

On page 7, under *Sustainability and resilience → Sustainability → Promote mode shift through investments in technology and infrastructure that promote walk-on and bike-on passengers and improve multimodal connections*

Pierce Transit sees itself as a partner in providing the first-mile last-mile solution to ferry travelers and supports efforts to provide seamless connections.

On page 35, regarding the *Map of proposed elements by route by 2040*

Pierce Transit appreciates the planned electrification of the Tahlequah-Point Defiance route, given the benefits electrification provides to air quality, climate, and energy security. Given that short distance of this route will minimize the technological challenges of this emerging technology, PT encourages early implementation of electrification for this route in the overall electrification schedule.

On page 60, under the heading *Invest in technology that gives customers more information to support better trip planning → Upgrade to common schedule database*

To support regional coordination, it is important to disseminate this information using standard data formats that are consumable by third party application developers and commonly used ground-based transit operators.

On page 78, under the heading *Point Defiance/Tahlequah → Terminal operational efficiency enhancements*

Passenger vehicle queue lengths are currently impacting transit operations at Point Defiance, which serves as the terminus for Routes 10 and 11. Therefore Pierce Transit fully supports coordination with WSF on the planning and implementation of improvements here.

Thank you for the very high quality of your draft plan, your great outreach efforts, and this opportunity to participate.

Sincerely,



Sue Dreier, CEO

San Juan County FAC strongly supports the Draft Long Range Plan and feels that it properly addresses our highest priorities:

1. Provide additional vessels as quickly as possible in order to avoid service disruptions and allow necessary maintenance. The fleet is aging, particularly the Super-class vessels that provide 40-50% of the service on our routes, and are now in the last decade of their optimistic 60-year life. At least one of the new vessels must be SOLAS-equipped to provide service to Sidney BC.
2. Preventative maintenance for all vessels must be performed as scheduled and increased in the case of aging vessels. As recent events have illustrated, each unscheduled maintenance period cuts into preventative maintenance and puts the system farther behind. Scheduled service periods must be increased in order for the vessels to realistically serve their forecast lifetime.
3. Aging Super-class vessels need to be retired as early as possible to improve reliability and reduce maintenance costs. These four vessels are all over 50 years of age and are all at serious risk of unscheduled maintenance needs. Our routes, perhaps more than any other, are at serious risk of service disruptions.
4. Terminal improvements are needed for safety, capacity, and customer experience. The greatest need is Lopez terminal, where most of the Anacortes queue is the shoulder of the county road and, without reservations, can stretch a mile up the road (without facilities) on the busiest days. Conversion of the tie-up to a vehicle slip is needed for Friday Harbor, and an overhead ramp to improve safety and efficiency for passenger and vehicle unloading. For Orcas improvements (and likely an overhead ramp) are also needed for improve safety and efficiency passenger safety.

Those are our highest priorities. To better clarify how that can be accomplished, the “Vessels” sections of the plan need more detail:

1. The vessel “at risk” chart that was part of the planning process was informative and should be included in some form in the plan. The Hyak and Elwha are “at risk” now, Kaleetan and Yakima will be in only 4 years.
2. The Jumbo Mark-II hybrid conversion has been carefully studied and promises substantial fuel and emissions improvements, but more detail is needed on how that project will impact the availability of spare vessels.
3. Short-term, the key element of the vessel plan is the five proposed Olympic hybrids. We agree that extending the current Vigor contract is the correct approach, and use of diesel-electric hybrid propulsion is necessary to meet the emissions goals. Additional information on the design goals would be helpful, for example:
 - a. The current cabin and hull design will be retained, with a different below-decks propulsion layout.
 - b. The vessels will be usable on any route (i.e. with and without shore-side charging) and capable of operating on any combination of diesel-generated or stored battery power, either shore-charged or self-charged (e.g. while pushing the dock) depending on the route and available charging facilities.
 - c. The plan should include proposed schedule and funding requirements, ten years is too long for Super-class replacement.
 - d. While there are likely financial advantages to a new (competitive) build contract, the only certainty is that this will take years longer and must be pursued in parallel with extension of the Vigor contract, not instead of. Delaying the replacement of aging vessels adds considerable cost, both in terms of required maintenance and the total cost of service disruptions.
4. The discussion for the next-generation 144 (and 124/Triangle and 114/Interisland) vessels needs more detail. For example:
 - a. The next-generation 144 *could be* the same as the proposed Olympic/hybrid, but that vessel is not needed for another 20 years or so and more will be known by then.

- b. The proposed 124 would be specific to the Triangle route, constrained by terminal facilities. But such a vessel is too small for use on many other routes, so it may be advantageous to standardize on 144's even for the Triangle route, and simply don't use the entire vessel.
- c. The San Juan interisland route has a unique requirement for tall space. The interisland vessel serves all four islands with a large fraction of traffic being tall (over 7'2") delivery and service vehicles. A vessel (such as the Sealth) with single-deck wings allows all but the longest vehicles to be turned around on the boat, facilitating loading/unloading from either end as traffic warrants. This cannot be done with upper side-decks, so a similar vessel will be needed when the Sealth retires-- for example a 144 built without the upper car decks providing about 114 vehicle spaces. A standard 144 or a smaller vessel can provide maintenance relief during the winter months when traffic is lighter.
- d. Additional single-deck 114's may be useful instead of a shorter double-deck 124 on the Triangle run. This would have the advantage of reducing the number of different vessel classes in the fleet.

The following are sections of the plan that need emphasis or additional detail:

Infrastructure:

1. The proposed next-generation ticketing/reservation system is badly needed. This needs to be an integrated system with much greater flexibility than the current ticket and reservation systems. More plan detail is needed for the timing of the new system.
2. Ticketing and fare policies must continue to provide discounts to regular riders similar to the current multi-ride tickets.

3. To measure the impact of service disruptions, we need a new “Reliability” metric which measure impact on riders¹. Simply counting numbers of trips or sailings during disruptions is not adequate.
4. Reservations: A measurement of “hidden demand” is critically needed, i.e. potential customers who tried to find suitable reservations but failed and never traveled².
5. We also need rider statistics for residents versus visitors, for example zip codes.
6. With reservations, defining LOS based on full boats make no sense. A reservations-based metric is needed.

Terminals:

1. Plans for Lopez terminal only mention reservations, but improvements are badly needed in any event for safety and to improve customer experience. Most of the Anacortes vehicle queue is the shoulder of the county road which can stretch a mile up the road on the busiest days. Access to water, restrooms, and food/snack service needs to be provided, and better separation between vehicles, walk-ons and bicycles is needed.
2. The plan includes adding an overhead passenger ramp for Friday Harbor to separate walk-on passengers from vehicles for safety and efficiency of unloading.
3. The same vehicle-separation issue exists at the Orcas terminal, and overhead unloading should be considered for the future.
4. Anacortes terminal rebuild is included in the plan. An additional slip has been previously proposed and is also needed to improve efficiency and for a relief vessel.
5. Plans for all terminals need to include improved access to intermodal transportation, including access to park-and-ride and car-share facilities whether state-owned or regional or private.
6. Seismic update plans need more detail and discussion—which terminals are at risk, and what is the timeline for correction?

¹ “Reliability” would be the percentage of days which were sailed per the published schedule with allowance for weather, medical, law enforcement, etc. For summer 2018 through Labor Day this figure would be 32% which is a more reasonable estimate of the impact on riders.

² Web “cookies” can be used to track reservations website visitors, whether logged in or not. Checking availability and then reserving space is “success”, checking and then not reserving is “fail”.

Operational:

1. An overnight vessel must continue to be available for San Juan County emergency response.
2. Additional service hours will be needed:
 - a. Earlier (Orcas) and later sailings (particularly interisland)
 - b. Longer summer schedule, with two schedules instead of four.

Growth:

1. With 36-38% forecast growth during the plan, a “modest increase” in service hours will not be adequate.
2. Our routes already have reservations (a response to level-1 LOS) and the requirements for level-2 are unattainable as currently defined.
3. A measure of “hidden demand” is needed as well as a LOS definition that considers reservations (both discussed above).

To recap, our critical priorities are:

1. More vessels now, to allow:
2. Preventative maintenance to stabilize/preserve the fleet, then:
3. Retire the Supers, and
4. Make terminal improvements for safety and efficiency.

Subject: San Juan County Council supports the WSF long range plan

John:

For the record, San Juan County Council voted unanimously to support the Long range plan and the comments presented by the San Juan County FAC.

It is important that WSF immediately follow this plan. We feel that that the following priorities should be acted on immediately:

- Begin constructing 16 new boats
- Complete two SOLUS boats immediately
- Complete Terminal improvements and seismic upgrades
- improve LOS and expanded capacity in San Juan County
- Connect Ferries with local transit options

Thank you for developing an honest and accurate strategic plan. The time is now to invest in WSF.

Thank you in advance for your time and consideration.

Best regards,

Rick Hughes
San Juan County Council



October 17, 2018

Ray Deardorf
Senior Planning Manager
Washington State Ferries
2901 Third Avenue Suite 500
Seattle, WA 98121

Subject: Washington State Ferries 2040 Long Range Plan

Dear Ray:

Thank you for inviting Sound Transit to serve on the Technical Advisory Group for the development of the Washington State Ferries (WSF) 2040 Long Range Plan. As the Draft Long Range Plan has now been posted for public review, we are providing the following comments:

1. The draft plan identifies two scenarios for Edmonds-Kingston service enhancements. Scenario A would increase frequency to 30-minute headways, served by three smaller vessels rather than the existing two, while Scenario B would maintain the existing 45- to 50-minute headways, served by two vessels with increased capacity. By increasing the frequency of service, Scenario A would provide the greatest benefit for our shared customers: WSF’s walk-on passengers who transfer to Sounder commuter rail at Edmonds. Increasing the frequency of service provides more opportunities for ferry riders to connect to rail or bus service at Edmonds. Further, increasing frequency to 30-minute headways provides the possibility of well-timed connections with Sounder North service, which also has 30-minute headways.
2. As long-term multimodal improvements to Edmonds Ferry Terminal are evaluated, Sound Transit would look to ensure a ferry-Sounder transfer environment that is equal to or better than the existing transfer.
3. Sound Transit supports WSF’s goal of promoting mode shift by aligning transit schedules to improve connections. Synchronizing schedules and improving the ferry-Sounder connection at Edmonds and Mukilteo could increase ridership and make better use of existing capacity for both WSF and Sound Transit.
4. We support adding overhead pedestrian loading at the Clinton terminal (proposed to be constructed in 2025-2027), to improve the reliability of the Mukilteo-Clinton route and thus the reliability for riders making a ferry-Sounder transfer.

Central Puget Sound Regional Transit Authority • Union Station
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-
5. The draft plan includes an upgrade at the Fauntleroy ferry terminal. Given that our light rail extension to West Seattle is anticipated to open in 2030, we support any transit integration improvements at the Fauntleroy terminal that could be part of that upgrade. Sound Transit is also happy to work with WSF and King County Metro to encourage frequent Metro bus service between Fauntleroy and the West Seattle light rail terminus, in order to provide Vashon, Southworth, and Fauntleroy area residents with access to the light rail network.
 6. We continue to look forward to the opening of the new Mukilteo ferry terminal in 2020, and to its improved multimodal connections, including a shorter distance between the ferry terminal and the Sounder station.

Please let us know if you have any questions about our comments, or would like to discuss any of them further.

Sincerely,



Matt Shelden, AICP
Deputy Executive Director, Planning & Innovation

Cc: Don Billen, Executive Director, Planning, Environment & Project Development
Alex Krieg, Senior Manager, Planning & Integration
✓ Karen Mesko, Senior Transportation Planner



October 25, 2018

Dear Stephanie Cirkovich,

The Greater Kingston Chamber of Commerce represents businesses in the North Kitsap area. Ferry service on the Kingston Edmonds route plays a critical role both in our business economy and our community's quality of life.

Our community is affected by ferries in two principle ways: the two million vehicles that pass through our downtown annually and residents who depend on ferry service for work, family and for the movement of goods and services. Ferry traffic in Kingston has continued to increase since the arrival of Jumbo sized ferries while our arterials on which it moves have remained static. Mr. Faust of your staff can testify to Kingston's ferry traffic gridlock. With the coming of direct passenger service to Seattle we are seeing residential growth that will go beyond the previously assumed projections. The consequence will be to add considerable traffic congestion and stress to an already overloaded situation. Our community depends on ferry service that is affordable, reliable, and accessible without long boat waits.

Addressing ferry traffic and these rider needs in the Plan is our most critical need. We have reviewed the recommendations to your draft 2040 Long Range Plan compiled by our Ferry Advisory Committee and our Community Council. They have our strongest possible endorsement and we request that State Ferries give these recommendations serious consideration.

Sincerely,

Nancy J. Martin

President, Greater Kingston Chamber of Commerce

Comments from the Mukilteo FAC regarding the WSF Long Range Plan

October 25, 2018

Kevin Stoltz, Mukilteo FAC

Kendal Harr, Mukilteo FAC

The Mukilteo FAC (Ferry Advisory Committee) appreciates the opportunity to submit the following comments and recommendations for inclusion in the WSF LRP (Long Range Plan). The comments and recommendations that follow are an accumulation of experiences from the perspective of Mukilteo residents and members of the Mukilteo FAC. Over the years, many of us in the Mukilteo community have participated in the public process to improve current operations, infrastructure and the impact on the local community. We have also participated in the public process during the design and ongoing construction of the new Mukilteo ferry terminal. We hope our experience and recommendations will be incorporated in the LRP.

Attached to these comments is a letter from one of our Mukilteo City Councilmembers, Sarah Kneller that reinforces many of the issues we believe are important to Mukilteo that should be incorporated in the LRP.

The most important recommendation:

Expand WSF emphasis from primarily the local terminal area to include the “portal to portal” path taken by ferry commuters and the impact it has on affected communities.

While the Mukilteo FAC assists WSF in obtaining expressions from the local community as to the problems being experienced within the area served by WSF (RCW 47.60.310), historically, WSF scope of responsibility has only been the local terminal area. We strongly support WSF expanding their scope of participation to include the local community and the various components of the transportation system that a ferry commuter experiences in their path to and from their destination. These components and experiences include the following in Mukilteo:

- Pedestrian and public safety
- Increasing ferry capacity by encouraging walk-on passengers and related infrastructure (Parking)
- Traffic congestion and short-cuts/cut-through neighborhoods.
- Embracing technology to provide accurate queue lengths and comparable “drive around” times

Pedestrian and public safety

Currently WSF only addresses pedestrian and public safety issues in the immediate terminal location. We support overhead loading in all terminals which improves overall efficiency and improves safety by physically separating pedestrians and cars. Pedestrian and public safety issues for walk-on passengers as well as other pedestrians outside of the immediate terminal area are managed by either WSDOT -

Highways or the City of Mukilteo depending on the area. Ferry commuters and the local community would benefit greatly if WSF was also an active participant in helping manage these issues.

- Example 1: Commuters and other pedestrians walking to the ferry terminal frequently have to walk in the ferry lane on SR525 due to a missing sidewalk segment between 2nd and 3rd Street.
- Example 2: The construction of the new intersection at SR525 and 1st Street isn't planned to have a crosswalk on the South side of SR525 resulting in an unsafe situation where pedestrians don't have the opportunity to cross at a right angle to ferry traffic heading towards the terminal and instead will have to cross with turning ferry traffic to their backs.
- Example 3: The SR525 bridge currently has 3-½' sidewalks resulting in pedestrians often walking in the ferry lane. It would be beneficial to all if WSF was an active participant in various options being considered including a pedestrian bridge and widening the existing sidewalks on the current bridge.

Increasing ferry capacity by encouraging walk-on passengers and related infrastructure (Parking)

One of the justifications used for not providing significant traffic mitigation funding for the new Mukilteo terminal construction was that a large percentage of the increase in ridership would be walk-on passengers. However, in recent years, commuter parking in Mukilteo has decreased by some 50%, overnight (non-permit) paid parking has completely disappeared, and other parking has been limited to a maximum of 4 hours. As a result, commuters are renting parking from nearby residents (illegally), parking further up into the neighborhoods, or driving on when they otherwise might choose to walk on. Having WSF involved in the parking issues experienced in Mukilteo help increase the capacity of the ferries by increasing walk-on passengers thereby freeing up those additional spaces for vehicles.

- Example 1: A multi-year parking study was just completed in May 2018. Partners in the study were Sound Transit, Island County, Port of S. Whidbey, and the City of Mukilteo. Although ferry commuters represent one of the biggest demands for parking, WSF was not an active participant in the study.
- Example 2: Clinton has two park and rides near the ferry terminal, one run by WSDOT and the other by the Port of S. Whidbey. Funding had been provided for a Park and Ride in Mukilteo that had originally been planned to provide additional commuter parking. Due to a perceived dispute by Community Transit with the City of Mukilteo over a \$50K amount, Community Transit was capricious and returned the multi-million dollar grant to the state months before construction was scheduled to begin. Having WSF involved in this venture would have resulted in having additional commuter parking available today.
- Example 3: Had the expertise of WSF been involved when the City of Mukilteo was reducing overnight and commuter parking by over 50% due to the decisions made when renovating LH Park and constructing the new Community Center, it's very unlikely we would have the current shortage that exists today.

Traffic congestion and short-cuts/cut-through neighborhoods.

Traffic congestion due to ferry traffic as well as the popularity of Lighthouse Park in the summers has resulted in several problems including ferry traffic cutting through the neighborhoods in order to avoid the

traffic signal and/or to take a short cut. Other issues further up the hill associated with the rush of exiting ferry traffic that make it difficult not only for local residents to get onto SR525, but also that obstruct the flow of ferry traffic trying to get to their destination. Although the City of Mukilteo is taking a more active role than in the past to resolve some of these problems for the residents, there are other actions that could help the flow of ferry traffic. Having WSF more involved in this process would also allow these ideas, some of which come to the Mukilteo FAC from the residents, to be better considered.

- Example 1: The Mukilteo FAC and local community expressed concern that the new ferry terminal design would result in commuters taking short-cuts using Mukilteo Lane and driving through the local neighborhoods. Not addressing those concerns are now resulting in other detrimental impacts for both ferry commuters (future Parking) and the local Mukilteo residents.
- Example 2: Recent changes to the SR525/5th Street intersection didn't include some realignment options that would allow more vehicles per cycle through. Because WSDOT works directly with City Staff, there's not an easy way for ferry commuters or residents to offer and follow up on these suggestions.
- Example 3: Recently a WSDOT engineer had a suggestion for easing the problem getting out of the Mukilteo Post office (a big issue for Mukilteo residents) during ferry traffic congestion. Again, there's not an easy path to WSDOT unless WSF is involved.
- Example 4: Currently, traffic on SR525 turning up the hill on 84th Street to SR526 only has one lane that is often very slow after ferry traffic unloading due to the steep grade. Although there is only one lane initially up the hill, there are 3 lanes down. This is a source of congestion at the 84th Street intersection and could be resolved by changing it back to two lanes up and two lanes down like it was many years ago before being changed based on an error in computer modeling.

Embracing technology to provide accurate queue lengths and comparable “drive around” times.

Current technology can be embraced to identify and record ferry holding queue lengths/wait times that can then be incorporated into navigation systems to help drivers determine whether it's better to wait in line or drive around to their destination. Additionally, future reservations models will benefit greatly by having a better understanding of the queue lengths that exist during various times and seasons.

The Mukilteo FAC completely agrees with Councilmember Kneller's letter and would like to echo her words below.

To Whom it May Concern,

I am writing to urge you to consider looking at a partnership study between Mukilteo, Island County, WSF and other key stakeholders to determine the best system for the Mukilteo-Clinton route. With enough background planning and careful outreach WSF can create a collaborative multimodal hub that everyone can be proud of and enjoy living by. Several Mukilteo residents have expressed concerns over a lack of public outreach communications during the terminal development project and there have been amendments made to the plans which will have significant impacts on the local community. Some of these concerns for current and future issues are addressed here:

- *Parking in Mukilteo*
 - *Non-vehicle trips to Whidbey are limited by lack of parking/short-term parking in Mukilteo. We support efforts by WSF to help realize longer term parking (such as the Tank Farm project, or behind Diamond Knot) that will allow travelers to make use of transit or other pick-up service on Whidbey and thus free up auto deck space on the boats.*
- *Park and Ride Investment*
 - *Knowing how many spaces are left in a park and ride and having a well-organized park and ride with good information about when the next transit link can be made will encourage more walk-on trips. A park and Ride is needed in or near Mukilteo, and with the constraints of the state park parking at Light House Park it is an ongoing challenge to accommodate long term and overnight parking.*
- *Transit Coordination*
 - *WSF needs to partner with transit, emphasizing door to door over shore to shore.*
- *Last mile connectivity*
 - *Non-driving trips can be encouraged by offering safe and welcoming pedestrian and bicycle facilities at (near) both terminals. Partnering with local jurisdictions may make this possible.*
- *Trip kiosks/apps*
 - *Non-driving "trips" might be encouraged by letting people know what is possible. Kiosks, apps, or flyers might help people make the choice to park-ferry-transit versus drive on.*
- *Traveler information*
 - *Active signage displaying ferry wait times may alleviate driver anxiety and reduce unsafe driving. It is better if drivers understand their expected trip time. Checking a cell phone while driving is not a safe option, so alternatives should be considered.*
- *Level of Service*
 - *We need a level of service metric that everyone understands. Number of boats wait or number of full reservations is a good indicator that the public can connect with.*
- *Single app*
 - *Easy to use app for ferry information, reservations, payment, etc. that Grandma can use. The app could suggest non-driving options as well. Note that the WA Transportation Plan, WTP 2040 and Beyond, is recommending a statewide payment pass for public transportation.*

-
- *Better queuing system to reduce emissions*
 - *Drivers are asked to turn off vehicles when waiting for a ferry, but the current system has limited information to tell drivers when they will be moving versus being stopped for 15 minutes. Cueing cues would be helpful in reducing emissions.*
 - *Removal of Revenue Protection Fencing*
 - *The proposed fencing surrounding the Mukilteo ferry holding lanes should be revised to include additional gates to access the promenade or removed completely. The ability for riders waiting to be able to shop local businesses and restaurants while they are waiting is an appeal to both the local economy and ridership.*
 - *Emergency Evacuation Egress*
 - *We need to be sure that local law enforcement, and first responders are included in the design of the ingress and egress patterns to ensure all safety concerns are addressed.*
 - *Traffic Mitigation*
 - *Mukilteo Lane will be faced with significant traffic impacts, and was found to be 'outside of the project area'. This is concerning for the reason that the issues that will be challenging to remedy on Mukilteo Lane are direct impacts of the Ferry Terminal relocation. We must carefully study and mitigate the negative impacts to residents. Additionally, Mukilteo Speedway traffic needs a safe turnaround area to eliminate the 3 point turn that causes near miss accidents several times a day as people try to flip into the ferry holding lanes.*

As a member of the Mukilteo City Council I very much appreciate the careful consideration going into this project. As with all projects, there are always areas of compromise and ways to improve. Continued public outreach, collaboration, and a willingness to compromise from both sides is paramount in the success of this project. I look forward to continued conversations which will guide us to a wonderful project for both WSF and the community of Mukilteo.

*Thank you,
Sarah Kneller
Mukilteo City Council Members*



October 25, 2018

Carmen Bendixen
Washington State Ferries
Community Services & Planning Department
2901 3rd Avenue, Suite 500
Seattle, WA 98121-3014
Sent via e-mail: WSFLongRangePlan@WSDOT.WA.GOV

Dear Ms. Bendixen:

Thank you for the opportunity to comment on Washington State Ferries' Draft 2040 Long Range Plan. The Seattle Department of Transportation (SDOT) appreciates having been part of the review process for this document since mid-2017, and in having the ability to review and comment on work products as they have been presented to stakeholders like SDOT.

SDOT is excited to see the following plan elements:

- WSF's accelerated vessel replacement and expansion plan, which should increase service reliability, help reduce today's service delays which crowd terminal area roadways, and provide more reliable travel to cross-Sound ferry passengers passing through Seattle's two terminals.
- Improving accessibility and wayfinding in and around terminals, as well as enhancing walking, biking and transit connections, both of which are consistent with SDOT designating Colman Dock and the Fauntleroy terminal as Mobility Hubs.
- Expanding on-board passenger capacity on vessels serving both Bainbridge and Bremerton routes to Seattle, which will make walk-on travel more attractive and will accommodate heavy passenger loads for event and peak commute period travel.
- The expansion and replacement of overhead passenger loading at Bainbridge, which further improves the attractiveness of walk-on travel between Bainbridge and Seattle.
- Continued encouragement of shifting travel away from busy peak commute periods to use available vehicle capacity on existing vessel sailings at other times of the day.
- Moving to new hybrid-electric vessels, planning upcoming vessel mid-life renovation to add hybrid technologies, and plans to electrify most WSF terminals for all-electric operation.

SDOT looks forward to working more closely with Washington State Ferries to help implement the following plan elements in more detail:

- Ensuring that the projected increase in vehicles on the Seattle to Bainbridge and Bremerton routes (17% and 23%, respectively) do not burden limited downtown Seattle right-of-way for vehicle traffic.
- Planning critical preservation work to the Fauntleroy terminal which balances WSF's operational needs while minimizing impacts to neighborhood residences and roadways.
- Expansion of vehicle reservations at Colman Dock and Fauntleroy during busy summer and holiday weekends – after other operational improvements have been implemented – to ease congestion around terminal areas.

Carmen Bendixen
October 25, 2018
Page 2

- Expansion of both service hours and vehicle capacity by using larger vessels at Fauntleroy, noting the planning work above relating to Fauntleroy necessary to accommodate these additional investments.
- The continued construction of Colman Dock along Seattle’s waterfront, and coordinating other future or deferred terminal elements as part of long-range planning.

Again, thank you for the opportunity to provide comments on the Plan, and SDOT looks forward to supporting and further refining many of the elements of this plan in the coming years.

Sincerely,



Jon Layzer
Director, Regional & Interagency Programs
Seattle Department of Transportation

Clinton Ferry Advisory Committee

Recommendations and Comments regarding Washington State Ferries

Draft Long-Range Plan (LRP)

September 10, 2018 Draft

1. Manage Growth

- a. The plan does not adequately accommodate the 20% projected growth on the Clinton-Mukilteo route. The data is compelling and, in fact, shows that the route is over-loaded today.

The following chart is directly from the WSF website and shows the status of the route for the summer of 2018. Green squares denote runs that are not full. Yellow are runs that is full at sailing. Red are runs that have a waiting line. On the Clinton side, the data shows that 70% of the sailings during the summer of 2018 were either completely full or a waiting line was present. On the Mukilteo side, it shows that 58% of the runs were full or waiting lines. The WSF data does not indicate that, when there is a waiting line, how long that waiting line (backup) is. The draft plan proposes to remedy this lack of data by instituting a “length of waiting line” measurement. This additional data will be critical in determining the customer experience and we encourage WSF to establish this measurement as soon as possible.

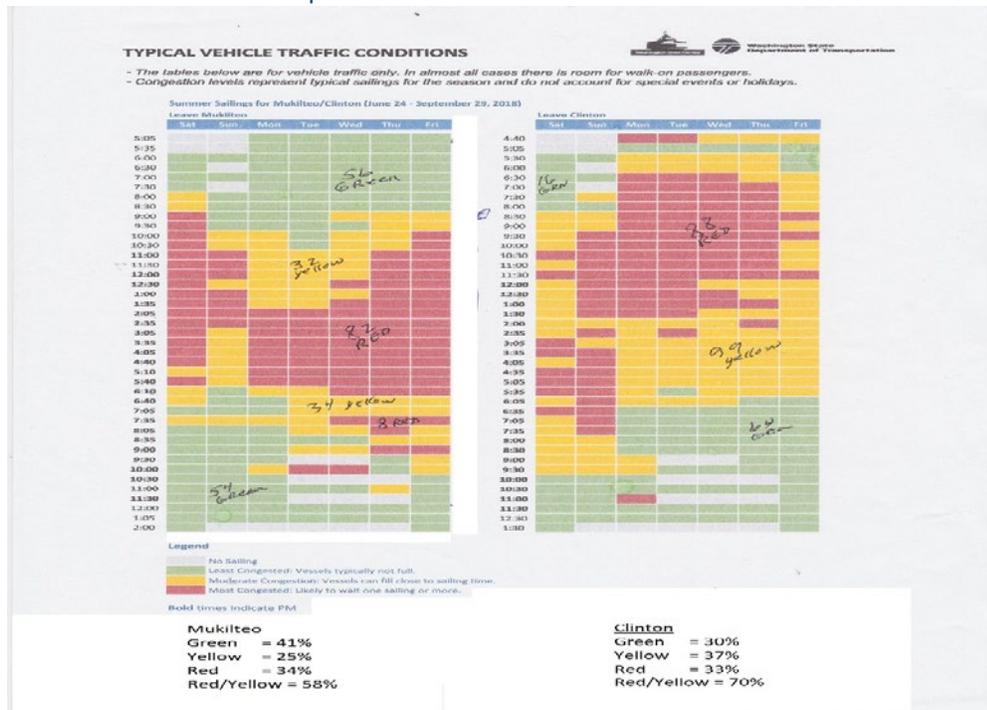


Figure 1 – Typical Summer Traffic Conditions - Clinton/Mukilteo

Note that, on the Clinton side, the morning weekday “peak” lasts from 5:30 AM until 6:05 PM with a waiting line present from 6:30 AM until 1:30 PM. On the Mukilteo side, the “peak” starts at 9:00 AM and ends around 8:00 PM with a waiting line from mid-morning to 6:10 PM.

On weekends, predictably, many people go to Whidbey Island through Mukilteo on Saturday and then return to the mainland on Sunday. Therefore, the data shows that on the weekends, there are full ferries in Mukilteo on Saturday from 8:00 AM to about 6:30 PM and in Clinton on Sundays from about 8:30 AM to 9:30 PM.

- b. The draft plan projects a 20% increase in vehicle traffic by 2040 (page 27 of the draft plan). That is an increase of 422,000 cars per year or 1156 vehicles per day (578 vehicles per day each way) over today’s traffic. This plan must be updated to show how this growth is to be accommodated. And this only takes into account the population growth, not increases in tourist traffic growth. Page 66 sets the goal of “spreading out the demand to maximize WSF assets.” Figure 1 indicates that there are no “off-peak” times to spread the demand to. Page 67 indicates that perhaps a weekend-only reservation system might be a good solution for non-commuters. We agree that this weekend-option should be explored. By observing [Figure 1 – Typical Summer Traffic Conditions - Clinton/Mukilteo](#) (above), it can be seen that there is no off-peak time to move these “volunteers” to. Morning Clinton commuters cannot move their commute later in the day, they must be at work in the morning. There are no available spaces throughout the morning. There are no available spaces for afternoon for Mukilteo-side riders, the boats are full until early evening. Peak hours surge pricing (à la I405 “express toll lanes”) only increases a commuter’s costs, it does not increase throughput of the route. Likewise, a reservation system only makes the backup invisible, fooling managers that think the problem has disappeared. It does not change the fact that commuters need to get home to their families at a reasonable hour.

The previously shown graphs indicate that most (>80%) of the vehicles are carried on 29 of the runs per day each way (there are 39 runs/day each way). This means that the 29 runs will have to accommodate the additional 578 additional vehicles or about 20 cars per run. Since it has been shown that these runs are already mostly full, these 20 vehicles will just add to the backups and ultimately extend the “Yellow/Red” periods to either earlier in the morning or later into the evening by 8 additional runs or 4 additional hours (assumes that the “green” runs are about half full).

- c. Page 33 “Increase walk-on ridership.” We have been put in the position that we are “hoping” that people will move to walking on rather than driving on the boats, but no concrete plans are in place to cause people to actually make this change. For people to move to walking on, we must give them options to get to where they are going. The 2013 WSF “Origin and Destinations” survey indicates that approximately 24% of the people driving on the route are ultimately destined for locations that are not served by transit or rail. This 24% of the riders (or 504 vehicles) are the target people for moving to walk-ons. Additional parking and expansion of transit options are potential solutions. This plan does not address specific, concrete plans to accomplish this shift to walk-on.
- d. A novel suggestion from our FAC is to reduce the walk-on fare to zero. This would certainly affect the number of people that “would find a way” to walk on and still get to

their destination. Since the farebox recovery for the system is currently approaching 80%, perhaps this option should be looked at.

- e. To accommodate that increase of 422,000 cars per year or 1156 vehicles per day (578 vehicles per day each way) over today's traffic mentioned above, will require a substantial increase in walk on vs. drive on usage of ferry facilities. Though efforts are underway to construct a parking facility in Mukilteo, data shows this increase of walk-ons must be accomplished immediately. This could be achieved in a relatively short time frame by establishing a park and ride lot as close as possible to the Mukilteo ferry and contracting with one of the transit agencies to run a shuttle bus from that P&R lot to and from the ferry. The frequency of such shuttles could be adjusted as demand indicates. Such facilities already exist on the Clinton side with a free Island transit bus, which has been operating on the 1/2 hour for 20 years. Existing parking lots provided by the Port of South Whidbey and WSDOT in Clinton make this walk-on capability attractive. This added bus/park and ride lot connection in Mukilteo would be very cost effective, quicker to accomplish and supportive of the absolute necessity of reducing auto traffic on the boats, which is recognized throughout this LRP.
- f. Parking at Mukilteo/Clinton terminals. Page 65 documents the desire to provide expanded options for terminal parking, but no details or actions are discussed. In our Policy Advisory Group (PAG) meetings, the "Portal-to-Portal" WSDOT strategy and additional parking alternatives have been discussed, however, there a few references to these two concepts in the Draft LRP. The PAG and FAC Executive Council were both promised by WSF Senior Management that "Parking will be part of the LRP." It does not seem to be. Additional parking options at Mukilteo are not discussed or referenced in the draft plan. This lack of inclusion is troubling. Suggestions for support of overnight parking opportunities at Mukilteo that could be in the plan include:
 - i. Port of South Whidbey/Tribal project parking
 - ii. Possible partnerships with Sound Transit/Paine Field
 - iii. Mukilteo City parking passes available to non-residents
 - iv. Seasonal use of Lighthouse Park parking
 - v. Local vendors providing private parking
 - vi. Park and Ride, with transit connections, at Paine Field.

WHY IS COMMUTER PARKING NEEDED?

- There are ferry users that cannot use rail or transit
 - Out-of-transit-corridor commuters
 - 2013 WSF Origin/Destination survey found:
 - 24% of 2,100 peak-hours commuters = 504 cars/day go to non-transit locations
 - 50% conversion rate would equate to 252 cars
 - Off-hour commuters
 - Workers with shifts that fall outside transit operational hours
 - 2nd and 3rd shift workers, weekend workers
 - Workers needing an auto for work purposes
 - Travel to/from disparate work locations
 - Travel to customer sites
 - Management/unpredictable schedules
 - Day trip users
 - Multiple stop errands (examples: Doctor, Costco, shopping)
 - Travel to Whidbey Island locations

(Slide from Representative Norma Smith's Parking Summit, January 2017)

- g. Island residents must have a way to reasonably access the mainland without undue waits and delays. Since this draft plan does not address additional capacity-creating solutions for this route, ultimately another option must be pursued: The plan should provide for a 3-boat rotation for the Mukilteo-Clinton route. It has been shown (above) that the draft LRP does not adequately plan for the volumes of both current and future traffic. Nor does it move substantial numbers of drive-on riders to be walk-on riders.

This solution would require the following tasks:

- i. Expand the Mukilteo Terminal to include a second slip. The current design for the new Mukilteo terminal includes the provision for a second ferry slip. In the current build that is now taking place, that slip is not being built, but the design remains. Adding the second slip, using the existing design, should be accommodated and scheduled in the LRP. Additionally, the "Program terminal preservation projects to support reliable service" (page 51) supports dual slips for reliability reasons.
- ii. Expand the Clinton terminal to include a second operationally efficient slip. When the current Clinton terminal was constructed, the original design incorporated the provision of a third slip. This third slip was built to accommodate the over-night tie-up of one ferry. However, this third slip was put in a physical location that precludes its use as a daily operational slip. It simply takes too long for the ferry to wrap around the existing dock and go the extra distance to dock at this slip. This is since this third slip was placed in a location that is closer to the shore and requires a long, looping approach. Using this location would, therefore, necessitate a longer run time, eliminating the possibility of keeping the historic 30-minute schedule. Adding a second

(operational) slip, using the existing dock and design, should be accommodated and scheduled in the LRP

- iii. Place an additional ferry on the Clinton-Mukilteo run on a 3-boat rotation to bring the route back into compliance with acceptable customer service, LOS and wait times standards.
- h. Page 75. The new “Wait Time” measurement should also trigger Tier 2 LOS actions.
- i. Page 75. Enhance Service Hours. So, adding late-night, nearly empty boats, could keep the LOS Tier 2 from being triggered? I don’t think that is the goal, but it could happen.
- j. Page 107. Expansion of Park and Ride in 2027. What Park and Ride is this? Clinton? Mukilteo? Need project details.
- k. Page 80. Bringing on a 2nd 144-car boat in the winter months in 2036, as the Draft Plan proposes (Page 97), is many years too late. The data shows it is needed now. Figure 1 – Typical Summer Traffic Conditions - Clinton/Mukilteo shows quite vividly that the route is overloaded today, even before adding in the growth projections through 2036.
- l. There has been much talk of “Adaptive Management” in accommodating this projected growth. Adaptive management means voluntarily moving existing peak traffic to use the ferries in the off-peak hours or a reservation system:
 - i. Tariff changes to incent drivers to take off-peak, less congested, boats.
 - ii. Reservation system that allows vehicles to schedule their trips during less congested hours.

It has been shown above that, on the Clinton-Mukilteo run, there are no “off-peak” slots open to move this traffic to. The reservation system does not , in itself, create additional capacity, it merely hides the fact that there is pent-up demand for the peak hours. Having said that, there is some logic to using reservations on non-commuter days (weekends).
- m. Page 80 and page 107. Overhead loading in Clinton. The ferries are not able to meet the 30-minute schedule today. The new Mukilteo terminal will help this. However, every minute of the turn-around time is needed now. Waiting until 2027 for the overhead loading is much too late. It is needed today.
- n. Page 76. Other Factors. Yes! Please work with Mukilteo Local officials to make the onload/offload process more efficient. Implement short term enhancements to the current Mukilteo terminal loading process (most of these improvements have been suggested in interviews with WSF Mukilteo Terminal staff that live with this congestion every day).
 - i. Increase the time stop light is green (at the dock) for offloading vehicles. The current cycle time was set arbitrarily and without consultation of the riders through the FACs. The City of Mukilteo is not the only stakeholder in this decision. The current cycle time was envisioned to create “gaps” in the traffic going up the Speedway (SR525). However, adequate gaps are created at the 5th street stop light. The gaps created by the dock stop light are condensed at the 5th street light. Increasing the cycle time will not affect the gaps going up the hill.
 - ii. Reduce the number of times that unloading traffic is stopped for cross traffic. Often, offloading traffic is stopped for one or two vehicles to enter/exit the SR525 intersection, stopping offloading traffic unnecessarily.

-
- iii. Load walk-on traffic only once during each loading.
 - o. Suggestion: Include the vessel build graphic (that was shared with the PAG and FAC Executive Council) in the draft LRP document. It is an excellent graphic and got rave reviews from the FAC Executive Council. It goes a long way in explain the staging of all the fleet and terminal enhancements.

2. Customer Experience

- a. Page 59-60. Add free public Wi-Fi. This allows more flexibility for commuters to attend to business while on the ferry, allowing additional flexibility in peak-hour commuting.
- b. It is highly desirable to integrate ALL forms of Payment systems. ORCA, Wave-to-go, Good-to-Go, etc.
- c. The draft plan proposes to implement a “wait time” measurement. This measurement will inform the planning for current and future capacity. This measurement should be implemented ASAP to ensure WSF has the latest and most accurate view of congestion on this and other routes. Historically, wait times (backups) were measured and tracked on every run. This measurement was removed in the last (2009) LRP. It is basic to providing the ferry service that customers pay for and expect. Additionally, WSDOT should be measured on this critical customer service benchmark. It should also be added to the measurements that is reported to the Legislature to allow them to gauge the health of the system.
- d. To fairly distribute precious space on the boats and to incentivize users accordingly, WSF should consider charging auto traffic based on the amount of this valuable space they consume. Basing fares on the length of the vehicle could be easily accomplished with appropriate sensors at the toll booths. This is not an expensive endeavor, nor would it be hard to implement. WSF has not evaluated such an approach for many years even though such technology is now quite inexpensive and easy to implement. This change could incentivize riders using smaller cars, increasing the number of cars on each vessel.

3. Reliability

- a. Page 43. WSF spent only 50% of the authorized funding for maintenance and preservation funds in the 2013-2015 biennium. But the plan proposes increasing the planned maintenance from 8 weeks per year to 12. That is 25% of the available working days for each vessel. There is no documented justification for this increase and 25% maintenance time is far above the industry standard. This large out-of-service time puts additional pressure on the fleet.
- b. On page 42. The plan states “Within the first 10 to 15 years of the plan, service reliability risk will be the highest.” If that’s true, is it prudent to take on the additional risk of the hybrid conversions during the same timeframes? What would happen if a hybrid conversion project hits a snag that delays the return of that boat to service while the “high risk” vessels are out for unplanned maintenance? The result would be that multiple routes could be without at least one of their vessels.

4. Sustainability and Resilience

- a. Page 85. As discussed above, spreading out demand is not feasible on the Clinton-Mukilteo run since the boats are full before and after traditional peak hours. There are

no “off hours” to spread this demand to. Note that additional commuter parking can assist in this area by moving some commuters into walking on rather than driving.

- b. Page 87. Agree that overhead loading increases resilience and efficiency. However, the plan implements this solution too late in the plan.

5. Financials

- a. Page 110. 2040 Financial Outlook. It is not clear that all the operating costs have been included in the analysis of the hybrid-electric conversions and fleet building. Fuel savings and some electrical costs are included in the analysis, but it is not clear that all increased costs are included.

MoM Division Comments on the WSF Draft Long-range Plan

WSF Draft Long-Range Plan General Comments

- * The plan is clearly thought out, well-written and nicely presented. It is very user-friendly and the four overarching themes are clear: 1) reliable service, 2) customer experience, 3) managing growth and 4) sustainability and resiliency.

- * A nice summary of how the plan was developed is provided, including all parties involved and the process.

- * Overall great job at developing creative approaches to difficult situations and taking a balanced approach to addressing multiple competing needs.

- * There is a fair amount of repetition throughout the plan. For instance, the Executive Summary is fairly long and includes much of specific information from each section. Consideration could be given to further streamlining the document.

More Specific Comments

- * Purpose - On page 15, the section outlining the purpose of the plan discusses the need to plan for challenges in growth and evolving transportation needs; however, this section does not include any discussion of the larger goal of the transportation system and how the ferry system fits within it—i.e. providing safe, reliable transportation for people and goods.

Consider being more explicitly and address WSF's role and its goal to enhance mobility and provide integrated travel options for its users, rather than focusing on the goals related to planning.

- * Regional and Local Plans - The introduction section describes that local plans were reviewed to identify the extent to which the policies and projects in those plans support WSF's long-range plan. Providing further explanation and/or examples of how the WSF plan is consistent or supports the regional and local plans could be considered.

- * Multimodal Transportation - Excellent focus on multimodal transportation throughout. The plan calls for promoting mode shift through investments in technology and infrastructure that promote walk-on and bike-on passengers, and improve multimodal connections.

We are happy to see this emphasized and are particularly pleased to see the following strategies identified:

- * Enhancing transit connections by partnering with other transit agencies to synchronize schedules and make transit connections easier.

- * Improving access to terminals by looking for opportunities to incorporate improved bike and pedestrian infrastructure in terminal preservation and improvement projects through connecting to local trail and path systems.

* Increase accessibility and wayfinding in and around the vessels and terminals to improve access and multimodal connections.

* Equity - There are a few mentions of equity in Sections 5 and 6, but no substantive items included other than the possibility of not charging for vehicle passengers. Consider strengthening the information on how will equity be addressed, especially vis-à-vis the stated intent to approach demand management through pricing.

* Resiliency - We commend the emphasis on resiliency of the system, and in particular, the call for prioritizing terminal maintenance needs with the most seismic risk, vulnerability to sea level rise and “lifeline routes” that provide access to major population centers or critical facilities.

* Practical Solutions - Practical solutions is referenced several times in the plan, most of which indicate the relationship between the plan and the state planning context. In one case, an example of the application of the approach is provided for the Kingston terminal.

Given the emphasis on the practical solutions approach at WSDOT, additional examples of how practical solutions could (or are) be(ing) applied to improve the system performance could be highlighted.

* Route Improvements: The breakdown of the improvements by each ferry route, including medium and long-term for each, is very helpful for users.

* Financial Plan - Over the 20-year planning horizon, WSF’s total funding needs exceed dedicated revenue. You may consider a discussion of the overall impact of not providing sufficient funding to keep the system running efficiently on a daily basis and prepared for emergencies.

In addition, it seems that if this plan was fully implemented, it will take until 2031 for the vessel fleet to be rotated out in order to receive full required preventative maintenance. Consider clarifying how existing vessels and the new vessels brought on line between now and then are to be properly maintained.

Robin Mayhew, AICP

Management of Mobility Director, WSDOT

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Comments on Washington State Ferries' 2040 Long Range Plan

Members of the Bainbridge Island Ferry Advisory Committee (FAC) have submitted the following comments related to the Seattle – Bainbridge Route, its riders, and associated terminals:

Washington State Ferries or WSDOT should Purchase the Bainbridge Police Station. The City of Bainbridge Island is planning to relocate the police station at the corner of Winslow Way and Highway 305. This intersection is a severe bottleneck for ferry traffic today, and can be expected to get worse over time. It impacts dwell time for the boats today.

If this piece of property were sold and developed, it could significantly limit any possibilities for improvements to this intersection. WSDOT has previously considered options such as widening the intersection, overpass / underpass options, and other improvements which should be open for consideration in the future.

Replacement of the Bainbridge Terminal. The Bainbridge Ferry Terminal is the second-busiest in the system, and was built in the 1950s. It is currently over-capacity. The parking is not adequate for riders, the bus loading area is full, and the terminal is not large enough to keep all passengers dry while they are waiting for ferries. WSF should be planning for the terminal's replacement in the 2040 time horizon.

Three-Boat Schedule for Bainbridge. When the Walla Walla and Spokane are retired, Bainbridge should move to a 3-boat schedule using Olympic Class vessels (or similar). The Jumbo Mark II vessels could then replace the Mark Is on Edmonds / Kingston and Seattle / Bremerton. This would have the following benefits:

- Increase vehicle throughput by approximately 10%.
- Spread out the congestion on Highway 305 into smaller bursts.
- Decrease the average wait time at each terminal for a typical passenger.
- Decrease parking lot congestion at the terminal for walk-ons.
- Reduce the amount of covered space needed to keep walk-ons dry in the rain.
- Reduce the frequency needed for State Patrol officers at the Winslow Way intersection.

- Potentially reduce the bus capacity needed in the Kitsap Transit holding area.

Pedestrian Crossing for Highway 305. The upcoming overhead loading replacement at the Bainbridge Terminal should include an overpass to get pedestrians to the south side of 305. This would decrease dwell time by reducing the number of cycles on the Olympic Drive traffic light. It would also decrease vehicle-pedestrian conflicts from riders who ignore the traffic signal.

Add a Summer Crossing from Port Townsend to Friday Harbor. There are thousands of riders on Bainbridge, the Kitsap Peninsula, and the Olympic Peninsula who visit the San Juans every summer. These riders take the Bainbridge, Kingston, and Port Townsend routes to get to Anacortes. Creating a crossing from Port Townsend to Friday Harbor would have the following benefits:

- Alleviate traffic at six terminals (Bainbridge, Seattle, Kingston, Edmonds, Coupeville, and Anacortes)
- Reduce vehicles on three routes (Bainbridge, Kingston, Coupeville)
- Significantly reduce travel time for riders.
- Increase throughput to Friday Harbor without adding additional terminal infrastructure.

Due to the direct route, travel time from Port Townsend to Friday Harbor would be a similar crossing time of the Anacortes – Friday Harbor run. A Kwa-di Tabil class vessel could be retrofitted with bow doors (similar to the Island Home) to handle the open water crossing.



Kingston Citizens Advisory Council (KCAC) | kcacchair@gmail.com

Kingston Citizens Advisory Council (KCAC) Members

At-Large

Beth Berglund

Susan Golden

Mark Libby

Annie Perry

Sonja Roberts

Robert Warden

Ruth Westergaard

Representing

Chris Gilbreath (Kingston-North Kitsap Rotary)

Mary Gleysteen (Friends of the Library)

Gale Kirsopp (Village Green Foundation)

Glenn Malin (Kingston Kiwanis)

Emily Ramirez (Kingston Youth)

Ex-Officio (non-voting)

Linda Fyfe & Colleen Carey (Greater Kingston Chamber of Commerce)

Bobbie Moore (Village Green Metropolitan Park District)

Steve Heacock (Port of Kingston)

Chris Placentia (Port Gamble S'Klallam Tribe)

Cindy Webster-Martinson (North Kitsap School District)

Washington State Ferries
Attention: Ray Deardorf
2901 Third Ave., Ste. 500
Seattle, WA 98121

October 24, 2018

Attn. Ray Deardorf:

The Kingston Citizens Advisory Council (KCAC), a Kitsap County Commissioner appointed body of Kingston residents, is pleased to have the opportunity to comment on the WSF's Long Range Plan, the objective of which is to...

"Provide information about the needs of ferry customers, establish operational and pricing strategies to meet those needs, and identify vessel and terminal operations and capital requirements."

The challenges experienced by the community of Kingston associated with the Edmonds-Kingston ferry service are neither unique nor new. They are, however, increasing in duration and intensity because of growth in both the Seattle Metro area, North Kitsap, and beyond our local area as well as traffic congestion and construction on the roads around the Sound. We are calling for multi-pronged approach which includes expanding drive-on passenger capacity during peak use periods, leveraging technology and ferry reservation systems, and the execution of Hwy 104 projects designed to address traffic congestion.

Kingston should become a community drive-on riders enjoy while they wait to board instead of being where they get stuck in their cars for hours.

As you are well aware, during peak use periods, WSF customers returning from various destinations on the Kitsap County and Olympic Peninsula are spending hours in idling cars along Hwy 104 without access to amenities and with limited ability to spend their waiting time having a meal, enjoying our parks and beaches, seeing a movie, or shopping. Moreover, the queues of cars are obstructing traffic flow and are blocking access to small businesses and our homes.

The Washington State Ferry (WSF), Washington State Patrol (WSP), Washington Department of Transportation (WSDOT), and Kitsap Transit each play a role in making the system work as well as it can now and for planning for changes so the system will work better in the near future.

The Kingston Ferry Advisory Committee (FAC) has prepared and submitted comprehensive comments on the LRP which the KCAC includes by reference to our own comments and endorses wholeheartedly.

https://www.kitsapgov.com/BOC_p/Pages/KCAC.aspx

Based on the concerns of members, neighbors, and business owners in Kingston, the Kingston Citizens Advisory Council (KCAC) feels strongly about the following priorities being addressed in the Long Range Plan while keeping ferry fares affordable **[manage growth]**:

1. The WSF LRP should address the impact of congestion on the community of Kingston. **[customer experience]**
2. The WSF LRP should provide for increased vehicle capacity on the Edmonds-Kingston route. **[manage growth]**
3. The WSF LRP should reflect adoption of ‘rider wait time’ and ‘rider idling time’ as key performance metrics. **[manage growth]**
4. The WSF LRP should include implementation of an Edmonds-Kingston ferry reservation system for commercial traffic and peak seasons. **[manage growth]**
5. The WSF LRP should make it clear that the implementation of adaptive management strategies (i.e. peak fares) will be coordinated with local communities. **[manage growth]**
6. The WSF LRP should include additional cameras to show the traffic in the Lindvog section of Hwy 104 which is currently a gap in camera coverage. **[customer experience]**
7. The WSF LRP should include improvements to info available to riders via the highway advisory radio and variable message signs. **[customer experience]**
8. The WSF LRP should include strategies that provide drive-on riders options to make use of their time while waiting to board the ferry. **[customer experience]**
9. The WSF LRP should provide for an improved Kitsap Transit drop off in the terminal. **[customer experience]**

Thank you in advance for partnering with the community of Kingston to make the WSF Edmonds-Kingston ferry an improved asset to our community.



Beth Berglund
Chair, Kitsap Citizens Advisory Council

ecc: Sherry Appleton, WA State Legislator
Robert Gelder, Kitsap County Commissioner
Christine Rolfes, WA State Senator
Amy Scarton, WSF Assistant Secretary



Board of County Commissioners
1820 Jefferson Street
PO Box 1220
Port Townsend, WA 98368

Kate Dean, District 1 David Sullivan, District 2 Kathleen Kler, District 3

October 22, 2018

Amy Scarton, Assistant Secretary
Washington State Ferries
2901 Third Avenue, Suite 500
Seattle, WA 98121

After careful review of the Washington State Ferries Long Range Plan, attending open houses and a briefing from our Ferry Advisory Committee, the Jefferson County Board of County Commissioners is pleased to present comment on the plan.

The Port Townsend-Coupeville ferry route is hugely important to the economy, livelihoods and transportation of Jefferson County residents. While no recent economic impact analysis has been performed on this route, it is evident from the full reservation system and long lines at the terminal that there is more demand for this route than there is capacity. Businesses move goods to and from the Peninsula, tourists arrive in Port Townsend's retail district, and commuters rely on this route for work on Whidbey Island and beyond. On a Peninsula that is connected to the mainland via a bridge prone to closings and a highway with frequent landslides, the ferry also serves as a redundancy in transportation and emergency planning.

Given the importance of this route to Jefferson County residents, Jefferson County makes the following comments which pertain to both the Draft Long Range Plans as well as other operations.

1. Provide additional service to the Port Townsend-Coupeville route sooner than shown in the Draft LRP.

In concurrence with the September 7, 2018 letter from Island County Commissioner Helen Price Johnson, we recommend that WSF provide additional service as follows:

- Add 2 hours of service per day in 2019 (not 2020)
- Extend the 2-boat service season sooner than 2028
- Start 2-boat service before Easter and end after Thanksgiving
- Provide 2-boat service for the year-end 3-week holiday season

Additionally, we ask that you assign the Chetzemoka from Point Defiance to the PT/Coupeville route at high demand times and as back-up for this route and others, since Point Defiance can also accommodate larger classes of ferries.

2. Improve multi-modal transportation options.

With car traffic reaching capacity on the Port Townsend route as well as others in the system, increasing pedestrian and bike passengers and in conjunction with transit, increasing ridership is possible with the following improvements:

- Communicate, coordinate and collaborate with Jefferson Transit and connecting Transit Authorities when considering changes to the WSF schedule.
- Improve wayfinding for bicyclists at the Port Townsend ferry to improve safety and increase comfort and predictability of use.
- Modernize WSDOT’s digital interface by syncing with other mapping and transit apps for seamless route planning.
- Commit to planning “Door-to-door” instead of “Dock-to-dock” so that ferries are a convenient, predictable, reliable and affordable option for transportation.

3. Consider all options for reducing the carbon emissions of WSF, including electrification of vessels and installation of solar panels at terminals.

While we recognize that the vessels currently serving the Port Townsend route are not easily convertible to hybrid electric, we support on-going efforts to electrify the fleet for the reduction of total carbon emissions and noise reduction for the benefit of Southern Resident Killer Whales.

Further, we support efforts to install solar panels at WSF terminals to reduce carbon emissions throughout the Salish Sea. With shellfish production as one of the County’s most important economic sectors, reducing carbon absorption by the ocean, resulting in acidification and improper shell development, we believe that state and local governments need to take a leadership role in mitigating climate change and related impacts.

4. Recognize impacts of regional ferry networks, specifically the Kingston/ Edmonds and Bainbridge/ Seattle routes.

These routes move thousands of passengers daily to the Kitsap and Olympic Peninsulas and are therefore critical to our region’s economy. Expanding the reservation system to these and other routes would improve predictability in the customer experience.

5. Consideration should be given to modifying or relocating the Keystone Harbor to improve reliability and accommodate a broader range of vessels.

The 64-car Kwa-di Tabil class ferries have run aground at Keystone Harbor about once every three years, including over the busiest weekend of the Wooden Boat Festival weekend last month. This presents an ongoing safety risk for passengers and crew, a risk of serious, costly damage to the vessels and major disruption to travel for residents, visitors and businesses in

Jefferson County. Reliability is key to the effectiveness of the ferry system, and we recommend prioritizing actions that improve Keystone Harbor and reliability on this route.

As a County that is deeply connected to the maritime environment for transportation, economy, recreation and culture, the ferries are an integral part of the daily lives of our residents. With anticipated growth in demand for the Port Townsend-Coupeville route, we request the above changes to operations for the benefit of Jefferson County residents, the environment, and for regional transportation planning. Additionally, we support the comments of the Port Townsend Ferry Advisory Committee in response to the Draft Long Range Plan.

We look forward to ongoing partnership with WSDOT and WSF in maintaining the services that support a strong economy and healthy environment. We appreciate the local outreach and planning efforts that WSDOT has undertaken in drafting this plan and are very supportive of the attention paid to fleet replacement and maintenance of the publicly-owned infrastructure which we all rely on for our beloved maritime transportation. Please call on us to advocate for funding to support these important investments.

Thank you for the opportunity to provide input on your Draft Long Range Plan.

Signed,



Date Oct 24, 2018
David Sullivan, Chair
Jefferson County Board of County Commissioners

October 25, 2018

Amy Scarton, Assistant Secretary
Washington State Ferries
2901 Third Avenue, Suite 500
Seattle, WA 98212

Dear Assistant Secretary Scarton,

We appreciate the opportunity to comment on the Long-Range Plan for the State's Ferry System. Port Townsend has a long history and relationship with our leg of the ferry system. It is our "bridge" and lifeline connecting our community to the rest of the State. Not that long ago, Port Townsend lost this precious bridge and connection. Many of us remember that sad day and the later events that eventually lead to restoration of our service. We were disturbed to learn what occurred behind the scenes so far from any public discourse. In contrast, we very much appreciate the openness of your current process and your willingness to engage in an open and honest discussion for the long-term needs of the entire ferry system.

That said, we hope that we have all learned from the past to protect the system and continuously improve it so that it will never again fail due to poor planning. We wholeheartedly support the comments the Jefferson County Commissioners submitted. But we would like to offer some additional comments and recommendations.

While we support the need to improve the Coupeville terminal reliability, it should not come at the cost of the Highway 20 travel route. We previously demonstrated the negative impacts to both the Coupeville and Port Townsend terminals and as well as Highway 20 from larger vessels assigned to this route. Increased ferry traffic due to larger vessels co-mingled with existing traffic using Highway 20 to access businesses lead to major disruptions and degraded traffic safety.

The plans proposed in 2008/09 to use larger boats on this route clearly showed the negative impacts to both ends of the route. The east side required a new terminal in a new location. The Port Townsend terminal needed significant changes, including many improvements to Highway 20. What was true in 2008 and 2009 is still true: A smaller vessel with more runs, combined with a reservation system, is far more effective and efficient when considering the comprehensive impacts to the entire transportation system.

Do not assume a larger standardized vessel is more efficient for the Ferry System because of total impacts to the entire transportation system. We encourage you to plan more comprehensive alternatives to improve system reliability.

Additionally, we urge caution with modifications to the terminal facility electrical system. Any design must be sensitive to the impacts on the the City's National Landmark Historic District. We strongly support a greener ferry system. But the electrical route to access the terminal will be through a very narrow shoreline along steep, parallel bluffs--all within the Historic District. As you plan for the electrification project, we urge serious consideration and awareness long before any permit applications.

Again, we appreciate the local outreach and thoughtful approach of WSDOT and WSF are using to maintain and improve this critical maritime transportation infrastructure. Please let us know if we can further clarify the comments we have stated here. We look forward to working with you as these plans progress and stand ready to advocate for the associated investments when appropriate.

Sincerely,



Deborah Stinson
Mayor



Ray Deardorf
Washington State Ferries
2901 3rd Avenue, Suite 500
Seattle, WA 98121

October 25, 2018

Re: Washington State Ferries Draft Long Range Plan

Dear Ray:

Community Transit applauds the effort and outreach the Washington State Ferries went to in drafting the Long Range Plan. We also appreciate being included on the Technical Advisory Group. The draft plan focuses on the top issues impacting the ability to provide quality service, while looking for efficiencies and using new technology to keep the system current.

Our mutual long range planning efforts are aligned around increasing emphasis on passenger transport and person through-put, as opposed to vehicle through-put. The new multimodal terminal in Mukilteo is a good example of this direction with improved transit-ferry integration and a better customer experience for pedestrians.

We look forward to continued coordination in Edmonds and Mukilteo, to provide the best service possible for our shared customers.

Sincerely,



Kate Tourtellot
Senior Transportation Planner
Community Transit
Kate.tourtellot@commtrans.org
(425) 348-2314

cc: Roland Behee, Manager of Planning

October 25, 2018

Washington State Ferries
 Attn: Ray Deardorf
 2901 3rd Ave., Suite 500
 Seattle, WA 98121

Dear Ray,

I am writing as the Executive Director of the Kitsap Economic Development Alliance (KEDA), and on behalf of KEDA’s executive committee, to express our strong support of the Washington State Ferries Draft Long Range Plan (LRP) during this public comment period.

Kitsap County is home to the second largest industrial complex in the Pacific Northwest (Puget Sound Naval Shipyard and Intermediate Maintenance Facility – PSNS/IMF – in Bremerton), and third largest employer in the Central Puget Sound Region (Naval Base Kitsap). Our regional economy is heavily reliant upon a robust and reliable WSF system. This system currently serves over ten million passengers traveling annually to and from Kitsap. Many of these ferry passengers (inbound and outbound) are part of the region’s labor pool and a vital part of both the West Sound’s and I-5 Corridor’s economic future.

Our economy and labor pool are diversifying and growing; and, it is critical that our WSF System grows to meet the demands of our citizen workforce and regional commerce – both public and private sector.

As the LRP calls for, building new ferries and maintaining our existing fleet is critical to serving our expanding regional economy – both East Sound and West Sound – a regional economy that constitutes over 60% of Washington State’s overall economy.

KEDA joins the Washington Ferry Coalition in urging support for more ferries, and for Washington to continue to make wise investments to sustain this essential marine highway.

Thank you for this opportunity to weigh in on this important public transportation – economic development matter.

Sincerely,



John T. Powers, Jr.
 Executive Director

And on behalf of the KEDA Executive Committee

- | | | | |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| <i>Monica Blackwood, CEO
West Sound Workforce
Chair, KEDA Board</i> | <i>Ben Anderson, CEO
Art Anderson Associates
Immediate Past Chair,
KEDA Board</i> | <i>Nathan Evans, Principal
Software Architect
Microsoft
Vice-Chair, KEDA Board</i> | <i>Greg George, Board
Chair
Port Madison Enterprises
Treasurer, KEDA Board</i> |
| <i>Becky Erickson, Mayor
City of Poulsbo</i> | <i>Rob Putaansuu, Mayor
City of Port Orchard</i> | <i>Greg Wheeler, Mayor
City of Bremerton</i> | <i>Ed Wolfe, Commissioner
Kitsap County</i> |

October 25 2018

Subject: Three boat sailings on Kingston Edmonds

Dear Washington State Ferries,

The Edmonds-Kingston ferry is, in the opinion of the Kingston Ferry Advisory Committee, under served for the demands placed upon it. In the summer three-boat waits are routine at both ports. Long lines are choking the two host communities, inhibiting visitors' plans, creating inconvenience for local users, and making commuting a nightmare.

The “percent of total sailings filled to capacity metric” masks this situation as lightly used sailings in the wee hours, small back hauls, and off-season variances periods cancel out the heavily loaded boats that riders experience. New tonnage has been built and placed into service on most of the state's routes. There was even an experiment to place a third vessel on the Winslow route which failed because of shore congestion on Bainbridge Island and at the Agate Passage Bridge. But nothing has changed since the PUYALLUP was built in 1999. While WSF has discontinued measuring wait times the capacity shortfall can be reasonably estimated from WSF’s sailing availability data. Currently it would take a 23% increase in summer vessel capacity Kingston Edmonds to have wait times equivalent to those at Bainbridge Seattle. The details of this are attached..

We would like serious consideration be made to finding a suitable third vessel which could operate four to five days per week during the schedule and if feasible during routinely overloaded shoulder periods.

periods. Some suggestions are:

- Return the KLAHOWYA to service and base her at Kingston
- When SUQUAMISH enters service at Mukilteo-Clinton, send KITTITAS to Kingston
- Continue to operate HYAK indefinitely, assigned to Edmonds-Kingston
- Instead of redeploying SEALTH to Friday Harbor, send her to Kingston
- When SEALTH relieves TILLIKUM at Friday Harbor, send TILLIKUM to be a third vessel at Edmonds-Kingston

As these boats would be operated during periods at which they would be full or nearly full thier net revenue should be strongly positive.

Mukilteo-Clinton will as of this fall had both its vessels replaced with larger ones and Fauntleroy-Vashon-Southworth will have had two of its three vessels replaced with bigger ferries. There is extra service every summer in the islands, at Keystone, at Mukilteo, and on the Triangle, a larger principal vessel at Bremerton, and doubling of service to Sidney. Other runs have relatively new ships. It seems Edmonds-Kingston is next in line for service improvements which would also benefit Bainbridge Island indirectly, where restraints of infrastructure made it impractical to increase capacity.

We also recommend that three boat operations with two Jumbo sized ferries be included in long range planning.

1. This proposal has all the advantages of the three mid-sized vessel program and will eliminate many of the drawbacks.
2. It provides capacity increase that approaches our current deficit of 23% and projected growth of 21%. The plan "A" option with a 7% increase doesn't even address current demand overloading.
3. Plan A would have a net revenue reduction over the two boat plan B. This proposal, by carrying significantly more cars on a more efficient platform, would provide a greater revenue increase over either Plan A or B.
4. This would provide fleet compatibility with the Bainbridge run if they retain Jumbo sized boats. If not, and Bainbridge were to have three Olympic ferries instead, the MK IIs could be transferred to Kingston Edmonds when the Mk Is are retired.

Please give this matter your highest consideration and advise us if the committee and community need to take these issues to our elected representatives to seek support for the needed budget increase to support service improvements.

Sincerely,

Kingston Ferry Advisory Committee

Ferry capacity assessment

Currently WSF provides seasonal information on boat availability for each sailing of the week. This is color coded as follows: Green: Vessel typically not full; Yellow: Vessel likely to be full by sailing time; and Red: a likely wait of one sailing or more.

This can be used to estimate capacity shortfall, from the rider's perspective.

Count all the sailings.

Assume that for yellow sailings there is a half boat capacity shortfall

Assume that for red sailings there is a one or more boat wait. Review the red sailings and count those sailings where there are likely to be more than one boat waits e.g. Friday westbound and Sunday east bound. This resulted in a capacity shortfall of 1.15 boats per red sailing.

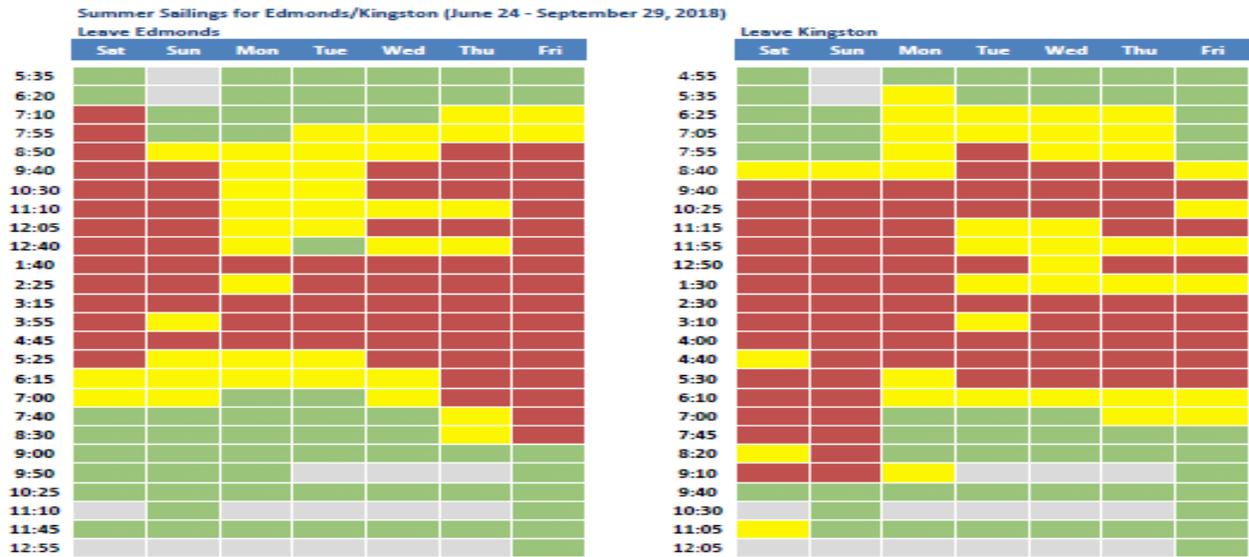
Calculate the total week's capacity shortfall and compare it to similar calculation for comparable route.

In this case we used Bainbridge Island as a comparable route as it has similar vessels, routes and summer travelers with similar destinations. In this case the shortfalls were: Kingston 61% shortfall and Bainbridge a 39% shortfall.

This provides a comparative benchmark by which the customer wait experience can be assessed. Logically if route percentages matched then the wait times would reasonably be expected to be equivalent. That difference between Kingston-Edmonds and Bainbridge-Seattle is 22% which is what we see as the shortfall which should be addressed. Coincidentally Kingston's fall shoulder shortfall is also about 38% so adding the recommended 22% capacity in the summer would also bring our summer wait times in line with our fall wait times as well.

The referenced summer traffic patterns are attached

Kingston Summer Traffic



Bainbridge summer Traffic



October 25, 2018

Comments to Washington State Ferries' 2040 Long Range Plan
from the Kingston Ferry Advisory Committee

Kingston's Ferry Advisory Committee appreciates all the work that WSF has put into 2040 Long Range Plan the and thoroughness with which addresses the plan's key areas of focus. Our community's priorities remain:

- Affordable fares which includes containing operating costs
- Added capacity to reduce current back-ups and to meet future demand.
- Reducing the near term and long term downtown ferry traffic congestion and its' impact on local traffic and business
- Sustaining reliable service

We offer the comments below for your consideration. They are arranged by functional categories which include different priorities, time frames and scopes.

Route service capacity

The plan should be revised to increase Kingston-Edmonds route capacity. The draft plan shows two options: one with no capacity increase and one with a 7% capacity increase through 2040. WSF however projects an additional 21% traffic increase by 2040. As a consequence out already overloaded ferries will fall further behind and wait times will increase.

We request that the Plan include two jumbo sized ferries and one mid-sized boat for our route configuration. This would add a mid-sized ferry as a third mid-sized boat to WSF's scenario "A" in the Plan. Not only is this increased capacity needed to accommodate future growth it is needed to address the current long, three boat, summer wait times. This strategy can and should be implemented in the near term rather than waiting as proposed by the Plan utilizing existing boats e.g. KLAHOWYA KITTITAS HYAK or TILLIKUM. A strategy could be adopted that the third mid-sized boat would be only in the summer. That way the boat would be available to support fleet maintenance if needed. (Note a more detailed letter on this recommendation is provided separately)

While tracking rider wait times is mentioned in the Plan should discuss how that information will be used to address route capacity. Currently Kingston Edmonds has three boat waits while at the same time showing an acceptable level of service rating under the current "% boat full service standard". This is due to several factors. Collecting data in the shoulder seasons does not give a view of peak season traffic when the congestion has the most impact. As increased capacity is only needed in the summer season seasonal information is needed. The directional nature of summer recreational traffic masks the issue. With a % boat full standard, westbound traffic on the days leading up to the weekend is cancelled out by the low eastbound traffic. The reverse is true after the weekend. Looking at vessel loading on the route shows that there are few, if any, practical times for riders to shift their travel to.

Ferry Traffic and Congestion

The plan should include a goal and paragraph describing plans for addressing ferry traffic congestion at terminals. In Kingston there are two projects currently in pre-design engineering to address ferry traffic on SR 104. One is for a remote holding area and a second relocates the entry of ferry traffic to the terminal. Both projects should be completed within the period covered by the Plan. Both projects will directly involve ferries' facilities and participation. There are several areas in the Plan where the holding lot project addresses Plan goals and should be mentioned. Taking cars off the shoulder to reduce emissions of starting and stopping, addressing the customer experience. With the projected increased vehicle thru-put commensurate holding capacity would logically be needed. These projects are also part of our County Comprehensive Plan goals, and the traffic relocation is listed in the current STIP. It is important for the public to see that these projects are a coordinated effort with WSF to address current and future ferry usage.

Include a discussion of strategies, operational processes and technology to improve the utilization of current holding lot capacity. The back-up of vehicles into local streets when capacity remains in a holding lot, is an on-going situation in Kingston that should be addressed. This is compatible with requirements of RCW 47.60.327: Operational strategies for asset utilization.

Implement the ability of transit busses to drop off at the Kingston terminal. While the terminal has this capability it is not utilized. With the advent of a passenger ferry service there will be more demand for this capability. Improving the convenience of the mode shift addresses a number of the Plan's goals.

The Plan should present options to improve handling of baggage. Reducing barriers to mode shifts is important to encouraging the use of transit. In the O&D survey baggage is given as one of the reasons for not taking transit. Currently walk on riders must deal with moving their luggage between their shoreside transport and the ferry. If the ferry rider has significant baggage or children to deal with this mode shift can be challenging. WSF should explore methods or facilities to improve the baggage handling barriers

Vessel reliability and maintenance

The plan should ensure that the hybridizing the Mk II ferries does not adversely impact their current reliability. This can be done by requiring that, with the new propulsion arrangement, the boats can maintain schedule with one diesel generator down and one charging station off line. This criteria would preserve current vessel reliability where the MK IIs can and do operate with one diesel generator out of service for repairs and maintenance. This also mitigates the potential impacts associated with working out the challenges of newly designed charging apparatus, our unique mooring arrangements and challenges of the Edmonds dock.

Include in the Plan a section describing how maintenance funding resources will be allocated to ensure system reliability. The Plan covers how the proposed building

program and increased fleet size will improve maintenance but does not address how limited maintenance funding resources will be utilized. In the past WSF has fallen short of funding LCCM maintenance, built up a maintenance backlog, and has had ensuing reliability issues. The Plan indicates this is situation may continue during the first 10 to 15 years of the Plan. RCW 47.60.340(2) requires a plain language discussion of vessel preservation and maintenance vessel program in budget requests. This includes the relationships between the condition of vessels and the allocation of preservation spending. A simplified discussion these issues for the planning period would be helpful to the public and important as vessel reliability has been a critical issue for riders in recent years.

Reservations and rider strategies

Reservation implementation on Kingston-Edmonds should be phased, first commercial only, then limited reservation boat space for non-commercial and after that increase the % allocated as experience is gained with the system.

This was a recommendation of our working group's participation in the 2010 reservation pre-design study. The Plan's proposal for implementing reservations on the weekends while resolving queuing issues at Edmonds has flaws:

- Our summer traffic overloads move into the week so "weekend traffic" is more like Thursday through Monday traffic. Also there are major overloads on holidays that don't fall on weekends such as Thanksgiving.
- Inconsistent reservation system times would add to confusion by riders who do not frequently use the system. The % approach would consistently allow for both reserved and non-reserved travel.

Commercial traffic reservations is universally supported by the community, has less of an impact on traffic queuing and, as mentioned in the Plan, is economically important. Commercial reservations could go ahead with less impact while the Edmonds queuing is being worked out. This would also allow more time for working out with the community how the rules for how non-commercial reservations will work.

Improved Travel information

The Plan should include expanded 104 camera coverage from where it is now to the toll booths.

Currently camera coverage has limited utility. The present arrangement has a large gap which gives an incomplete picture and is difficult to understand by people not familiar with the highway arrangement. As the queue at the toll booths is not covered the current arrangement does not provide the information needed for riders to assess the boat loading information provided on WSF's website. This recommendation would mean adding cameras at the Lindvog/SR 104 interchange: one looking east and another looking west and also adding a camera at the tollbooths looking west. This falls into the Plan goals of providing rider info.

There should be improvements in the highway advisory radio and the variable message signs They should to show not only the wait time at Kingston, but the wait time at Bainbridge so that people approaching Kingston can make an intelligent decision about which route should be used.

Fares and Fare Policy

Include the intent to manage costs so as to maintain vehicle and passenger fare increases no greater than inflation (CPI)

By referencing the CPI the public would have an understanding of the impact of future fares on their businesses and households. We are seeing residential growth from families who use ferries to commute, and fares can be a significant portion of the family budget. With this rate increase information in the Plan, people thinking of moving here can have some assurance that they won't be surprised by fare increases down the road that are greater than what they can afford.

The Plan should include a policy that, when considering adaptive management strategies (e.g. peak hour fares), the impact on affected rider groups and specific communities involved shall be assessed by WSF in coordination with the affected local governments. Commuters and businesses cannot adjust their ride times. So the effect of fare-related adaptive management can simply increase their transportation costs and not change their travel. While mode shifts to transit can be readily done for some like Bainbridge and Bremerton which have convenient transit, Kingston riders travel to diverse locations not served by transit. These patterns are readily seen in the Origin and Destination study charts (please see Appendix A to this letter). Kingston summer overloads run throughout the day. Since there is not an "off peak" to shift to except for the early morning or evening boats, fare strategies this can amount an unnecessary fare increase on a route that already has a 116% rate (profit). The proposal for charging drop-off and pick up fees is would be counterproductive. It would increase fare collection costs, and require the sorting of State Ferry and Kitsap Transit ferry riders. It would also encourage dropping of at the terminal perimeter causing increased congestion on local streets and add a barrier to transit use.

Vessel acquisition

The Plan should make a clear statement on continuing the uninterrupted production of mid-sized ferries. The Plan makes the point of the critical need of new boats to maintain system reliability. It also states the intent to shift to a significantly modified or new design, a process that can take up to seven years. We recommend that a new design be pursued while continuing production of the current design ferries. When the new design is ready to go into production, then production should be shifted over to it, not before.

There should be some discussion of the impacts of "Build in Washington" requirements. Presently under current rules only one ship builder has the capacity to build ferries. This limits competitive bidding, availability of federal funding, and ability to acquire ferries at a rate that matches needed retirements.

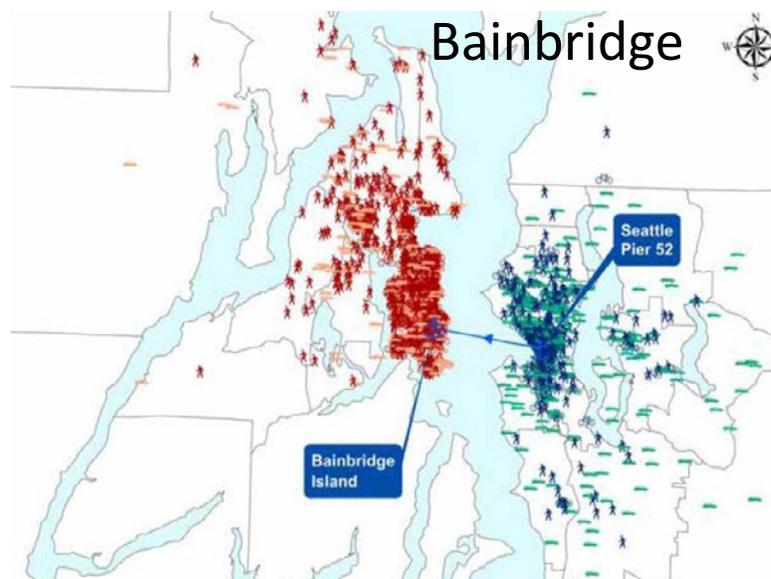
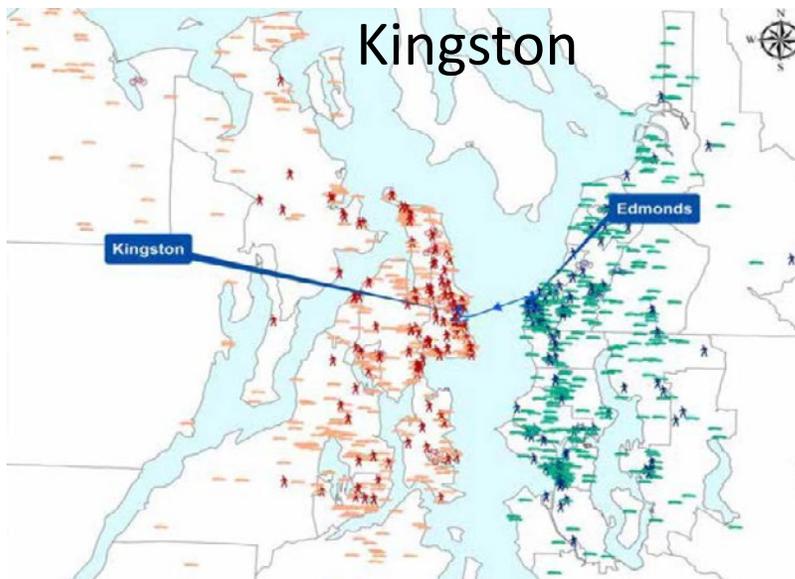
There should be consideration of ferry life as a function of vessel condition and a "repair or replace" assessment rather than arbitrary decommissioning after so many years.

Consider a thorough study of life extensions for Spokane and Walla Walla. Instead of a 60 year or less standard life for vessels, each vessel should be evaluated carefully to see how many years of service can be coaxed out of it without extraordinary expense.

Appendix A: Transit availability

Adaptive management strategies directed at inducing mode shift have different feasibilities for different routes. Below are the afternoon rider patterns of Kingston Edmonds and Bainbridge Seattle. Notice while Bainbridge Seattle has relatively concentrated work destinations, Kingston Edmonds destinations are more diverse and spread out to areas with limited or no available transit. While mode shift strategies may be effective for Bainbridge Seattle are not likely to be effective for Kingston Edmonds. This is simply because alternative transportation is not available for many destinations and mode shift would not be effective until it is.

Afternoon commute travel patterns



60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086



www.kitsaptransit.com

October 25, 2018

Amy Scarton, Assistant Secretary
Washington State Ferries
2901 Third Avenue Suite 500
Seattle WA 98121-3014

Dear Ms. Scarton:

Kitsap Transit is writing to express support for the Washington State Ferries (WSF) 2040 Long Range Plan. Kitsap Transit continues to have an enduring interagency relationship with WSF.

Our staff supports the Long Range Plan focus on service reliability. Kitsap Transit relies on WSF vessels to support many aspects of our bus and ferry systems. Our riders are often both WSF riders and Kitsap Transit riders. The continued high reliability of ferry service ensures equally high ridership on Kitsap Transit's bus and ferry connections to the WSF service.

Further, we support the Plan's goal of sustainability including the focus on promoting travel mode shifts through investments in technology and infrastructure that promote walk-on and bike-on passengers and improve multimodal connections.

Lastly, and circling back to the interagency relationship between Kitsap Transit and WSF, we appreciate the continued coordination between our ferry programs and the acknowledgement of and support for our proposed service at the Southworth Ferry Terminal site.

Kitsap Transit stands to support Washington State Ferries' implementation of the 2040 Long Range Plan. We look forward to a continued partnership going forward.

Sincerely,

A handwritten signature in black ink, appearing to read "John W. Clauson".

John W. Clauson
Executive Director



To: Amy Scarton, Assistant Secretary, WSDOT/Ferries Division
Hadley Rodero, WSF Strategic Communications Manager

From: Deborah Hopkins Buchanan, Executive Director, San Juan Islands Visitors Bureau

Date: October 19, 2018

Re: WSF 2040 Long Range Plan Updated Comments

The Board of Directors of the San Juan Islands Visitors Bureau (SJIVB) represents 300+ tourism-related businesses on the four, ferry-served Islands of Lopez, Orcas, Shaw and San Juan.

The Washington State Ferries are critical to the success of these businesses and non-profit organizations (community theaters, museums, parks, etc.) year-round, and most importantly from Memorial Day through September during your Summer Schedule. August, July, September and June – in that order – are our four busiest months according to lodging tax data. Additionally, the SJIVB’s job is to increase “shoulder” and “quiet” season business in the Islands.

The SJIVB supports the 2040 LRP recommendations by the San Juan County Council and the San Juan County Ferry Advisory Committee, focusing on the following four simple, yet extremely important, requests:

1. Build new boats, but whether new or old, our ferries need to be reliable
2. The Islands need at least one spare ferry available at all times
3. We need data (zip codes and/or other) to determine who’s riding the ferries: residents, seasonal residents or visitors. It seems that this data would also be helpful to WSF.
4. When possible, inquire about large festivals/events before making maintenance decisions which reduce the fleet. For example, the 6th Annual Friday Harbor Film Festival takes place Oct. 26-28 during the two-week temporary reduced schedule, which has put the organization under a lot of stress to get the word out and avoid cancellations.

We know that WSF realizes how important these requests are to us, and that Washington State Ferries’ budgets are limited by the Washington State Legislature.

We implore the Legislature to provide adequate funding for our ‘marine highways’ in order to support our requests and the 2040 Long Range Plan. The Ferries are San Juan Islanders’ personal and economic lifelines. Thank you.

Hi Carmen-

Thanks for reaching out to me. I apologize for the delay as we just completed a schedule change yesterday after much work in preparation.

My comments would be as follows-

The King County Water Taxi provided representation to the Technical Advisory Group for several reasons-

- As a leader of passenger ferry service in the central Puget Sound, we see the future of overwater travel throughout the Sound as being partnerships between land and waterborne transportation agencies working together to create efficient, multimodal connections and we want to encourage others to participate in this vision.
- As passenger-only ferry operators sail on multiple parallel routes to WSF's, we want to encourage WSF to think of us as an option when developing schedules to supplement their service to reduce costs and providing opportunities for POF operators to expand their service.
- As a neighbor and tenant of WSF, we have an interest in the future direction of WSF and how it will impact us.

Some feedback from attending the meetings would be as follows-

- It was very disappointing to hear WSF's response to why they do not participate in ORCA's inter-agency transfer program. Does saving a million dollars a year in revenue truly absolve WSF from being a participant in seamless regional transportation? There are a large number of West Sound commuters with employer-paid ORCA cards having to pay out of pocket to ride WSF. Hopefully this could be re-addressed in the future.
- There is an opportunity to create (more) secure bike storage in locations such as the Vashon terminal to encourage riding to ferries, without the need to bring them aboard the boats. This should be a key part of the managing of growth as we want to encourage bike ridership, but should acknowledge the capacity challenge they can be for both auto and passenger ferries.
- A more robust feedback system is needed as new schedules and concepts are created. The use of more 'industry experts' in creating these will provide additional lenses to help to reduce potentially flawed plans. This was particularly evident in the Edmonds-Kingston route presentation and the vessel maintenance plans.
- King County Metro not being a regular seat at the table was a miss as they play an important piece of the multimodal connectivity in the central Sound.

Some positives from this outreach included-

- The work done on the long range project was impressive. Having the vision moved from a 'dock-to-dock' approach to more of a 'door-to-door' concept showed throughout presentations and material provided.
- Realizing the incredible dependencies that the public has on the system through the sharing of the needs and challenges of stakeholders emphasized the need for this planning.
- The sustainability program is ambitious and well thought out. Particularly impressive was the CO2 emissions reduction plan and preparation for climate change.
- The re-emphasis on alerts and community engagement is applauded as it shows in WSF's performance.

-
- The new leadership at WSF is having impact not only in the future planning, but present service. Their presence is shown in the good work they are doing by creating a more positive, engaged crew and raising the bar in their performance standards.

Thanks again and please let me know if you have additional questions.

Regards,
Greg

Greg Lerner

Shoreside Operations and Customer Service Manager
Department of Transportation, Marine Division
Office: 206-477-3967 Cell: 206-310-5589



From: [Kendal Harr](#)
To: district1@co.island.wa.us; [Harper, Lacey](#)
Cc: [Kohlwes, Curt](#); [Jennifer Gregerson](#); [Kevin Stoltz](#); pamd@co.island.wa.us; Marko.Liias@leg.wa.gov; [Dave Hoogerwerf](#)
Subject: Basis of WSF long range plan allocations shows data error in projection
Date: Thursday, May 24, 2018 10:26:52 AM

Hello,

The purpose of this email is to open a discussion between Snohomish County and Island County representatives regarding the data upon which the WSF has based its long range forecast for ridership as well as mitigation agreements. The attached documents were distributed at the the WSF Clinton Open House Long Range Plan outreach.

Upon discussion at the Clinton open house, Helen Price Johnson, myself, and several others had significant concerns that the data selected for ridership projection and therefore money allocations are faulty and currently in error.

If you look at the Ridership Forecast, you will note that the Coupeville and Muk/Clinton ferries are increasing similarly in total numbers of riders based on an increase of 14% population and a 9% increase in employment in Island County, with the over 65 yr olds being the largest population with population growth. It is important to realize that these basic premises that lead to the projections were created in 2010 just at the end of the recession. See the historic and anticipated ridership - On this graph you can see that at the time that these projections were created by Island County, there was a negative slope for ridership which is not representative of the increases that we have seen in recent years. Coupeville ridership increasing at similar total numbers to Muk-Clinton is highly unlikely considering the growing development on South Whidbey that has dramatically increased housing prices in the past 4 years. If one compares Muk/Clint to Seattle, there is no reason that percentages should be that strikingly different in terms of ridership increases again considering the housing boom on Whidbey.

I would ask that Island County and Snohomish County work together to reevaluate these numbers which were generated in a time of recession. These numbers are used in appropriation of funding and resources. Accurate ridership projection is vital to appropriate funding to mitigate burdens generated by ferry traffic.

Commissioner Price-Johnson, I look forward to any insight that you might have on this issue.

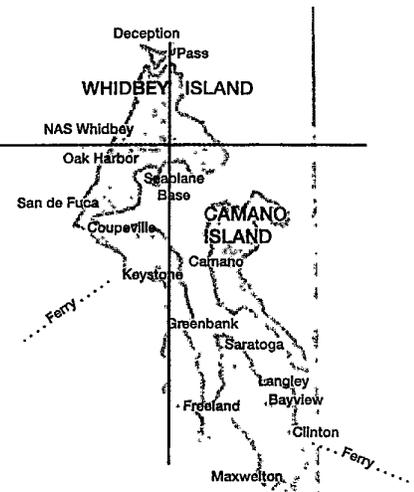
Kind regards,
Kendal Harr

WSF Mukilteo Ferry Advisory Committee

Island County Board of Commissioners

P.O. Box 5000
Coupeville, Washington 98239-5000

Phone: (360) 679-7354
From Camano: (360) 629-4522
From S. Whidbey: (360) 321-5111
Fax: (360) 679-7381
www.islandcounty.net



May 18, 2018

Amy Scarton
Assistant Secretary
Washington State Ferries
2901 Third Avenue Suite 500
Seattle, WA 98121

Re: Island County input to the Washington State Ferries Long Range Plan

Dear Ms. Scarton,

Thank you for your extensive public outreach to local communities regarding the Washington State Ferries (WSF) long range plan. The Island County Board of Commissioners would like to provide the following comments.

Our review of WSF system forecasts for ridership on the Clinton-Mukilteo route finds that the anticipated ridership growth of only sixteen (16%) percent by the year 2040 to be a significant underestimate. It appears that WSF based its projections on population projections only, without taking into account tourist and seasonal resident increases that in recent years have been outpacing the growth in full-time residential demand.

Single-family residential development, in recent years, has been growing at an annual rate averaging 25 percent (see attached). While it is unlikely this rate increase will be maintained for an extended period, it does provide an indication of significant growth levels in Island County. US Census data regarding seasonal housing demand also shows an increase of approximately thirty-three (33) percent over the last ten years.

The nature of visitation and residential use on Whidbey Island is such that permanent population growth levels only provide a partial picture of future growth. Attached are pertinent sections of a report (Dean Runyan Associates, pg. 74-77) listing statistics for visitor spending and volume in Island County. In particular, please note the information regarding visitor volume during the years 2015-2017.

As noted in the letter dated 5/1/2018 by the Island Regional Transportation Planning Organization (IRTPO), there are other growth factors that should be considered in future ridership projections for the Mukilteo-Clinton route. Employer growth in the Everett area and residential growth in the city of Everett are both expected to be significant over the next twenty-year period. It is likely that living on Whidbey Island will become more attractive as housing costs and traffic levels in the greater Seattle-Everett metropolitan area continue to increase.

Island County urges the WSF to take regional trends into account as ridership projections are refined and capital investment decisions are projected in the long-range plan.

WSF
May 18, 2018
Page two

Thank you for your efforts to improve ferry service in our region.

Sincerely,

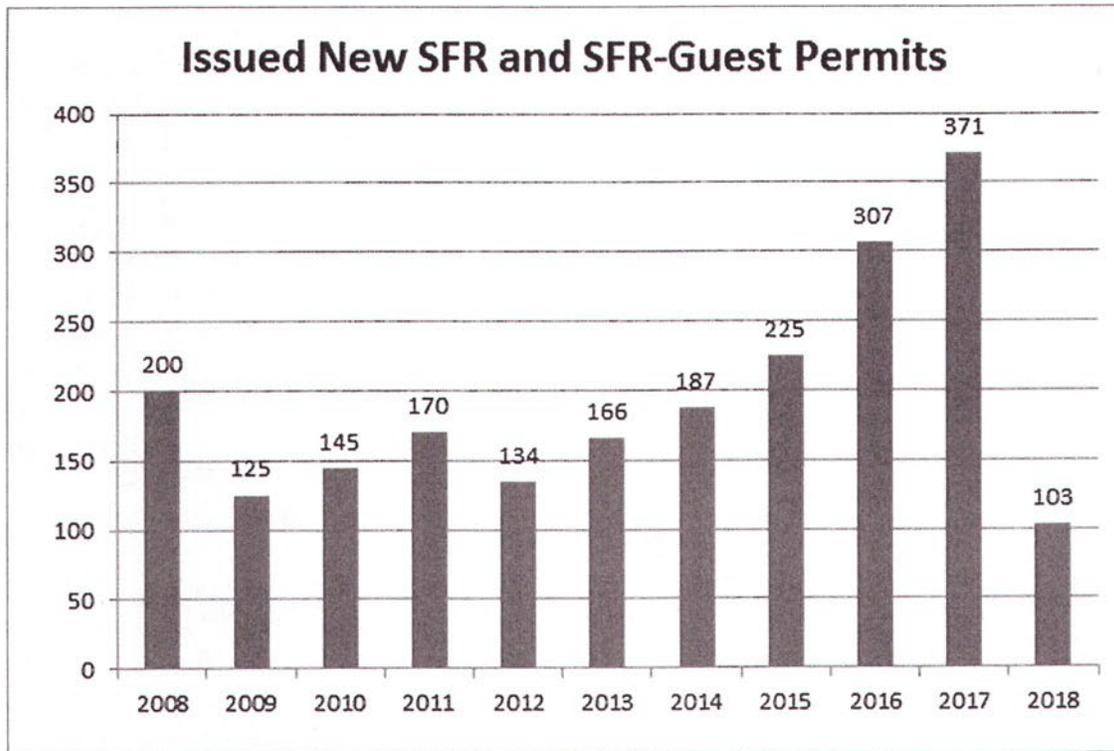
A handwritten signature in black ink, appearing to read "Helen Price Johnson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Helen Price Johnson, Chair
Island County Board of Commissioners

Attachments:

American Community Survey – Vacancy Status – Island County – 2009-2016
Single-Family Residential Permit data, Island County, 2008-2018
Dean Runyan Associates report, pg. 74-77

<u>Year</u>	<u>SFR Permits</u>
2008	200
2009	125
2010	145
2011	170
2012	134
2013	166
2014	187
2015	225
2016	307
2017	371
2018	103



American Community Survey – Vacancy Status

2009 – 2016 Five Year Estimates

2012-2016

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	16,338,662	+/-214,426	7,323	+/-511
For rent	2,855,844	+/-47,433	392	+/-141
Rented, not occupied	616,696	+/-12,934	283	+/-130
For sale only	1,395,797	+/-29,630	478	+/-174
Sold, not occupied	636,952	+/-14,367	138	+/-81
For seasonal, recreational, or occasional use	5,368,085	+/-40,254	4,533	+/-406
For migrant workers	35,398	+/-1,372	0	+/-28
Other vacant	5,429,890	+/-78,831	1,449	+/-276

2011-2015

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	16,425,535	+/-219,848	7,469	+/-542
For rent	2,949,366	+/-50,309	541	+/-200
Rented, not occupied	616,375	+/-13,757	191	+/-101
For sale only	1,492,691	+/-32,187	474	+/-167
Sold, not occupied	628,160	+/-14,920	109	+/-75
For seasonal, recreational, or occasional use	5,329,103	+/-39,048	3,645	+/-354
For migrant workers	35,502	+/-1,477	0	+/-28
Other vacant	5,374,338	+/-79,254	1,509	+/-298

2010 - 2014

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	16,529,941	+/-222,145	7,638	+/-516
For rent	3,105,361	+/-52,071	615	+/-212
Rented, not occupied	609,396	+/-13,424	274	+/-130
For sale only	1,591,421	+/-33,144	621	+/-214
Sold, not occupied	616,027	+/-14,106	88	+/-62
For seasonal, recreational, or occasional use	5,267,667	+/-38,062	4,460	+/-387
For migrant workers	34,475	+/-1,526	0	+/-28
Other vacant	5,305,594	+/-79,418	1,580	+/-319

2009 - 2013

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	16,447,588	+/-233,293	7,183	+/-525
For rent	3,230,123	+/-57,499	609	+/-192
Rented, not occupied	599,884	+/-13,379	214	+/-111
For sale only	1,682,020	+/-36,112	568	+/-205
Sold, not occupied	608,590	+/-13,986	89	+/-55
For seasonal, recreational, or occasional use	5,122,278	+/-68,164	1,315	+/-374
For migrant workers	34,233	+/-1,396	0	+/-28
Other vacant	5,169,960	+/-82,854	1,368	+/-305

2008 - 2012

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	16,415,655	+/-234,973	6,894	+/-523
For rent	3,294,653	+/-58,668	640	+/-200
Rented, not occupied	601,367	+/-13,195	176	+/-89
For sale only	1,815,473	+/-39,181	525	+/-197
Sold, not occupied	601,171	+/-14,798	109	+/-84
For seasonal, recreational, or occasional use	5,014,560	+/-57,061	4,047	+/-469
For migrant workers	34,579	+/-1,470	0	+/-28
Other vacant	5,053,852	+/-81,050	1,397	+/-303

2007 - 2011

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	16,273,587	+/-239,776	6,609	+/-532
For rent	3,321,254	+/-61,504	621	+/-210
Rented, not occupied	602,643	+/-14,635	141	+/-88
For sale only	1,906,542	+/-41,995	530	+/-210
Sold, not occupied	613,473	+/-14,291	144	+/-96
For seasonal, recreational, or occasional use	4,885,710	+/-58,816	3,951	+/-418
For migrant workers	34,398	+/-1,654	0	+/-92
Other vacant	4,909,567	+/-78,513	1,222	+/-230

2006 - 2010

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	15,802,084	+/-237,531	6,249	+/-516
For rent	3,286,932	+/-61,621	633	+/-214
Rented, not occupied	601,338	+/-14,203	172	+/-118
For sale only	1,886,522	+/-41,967	594	+/-217
Sold, not occupied	639,273	+/-15,157	165	+/-117
For seasonal, recreational, or occasional use	4,683,580	+/-35,813	8,523	+/-443
For migrant workers	34,385	+/-1,634	0	+/-123
Other vacant	4,670,254	+/-77,051	1,162	+/-270

2005 - 2009

	United States		Island County, Washington	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	15,088,683	+/-213,881	5,620	+/-515
For rent	3,216,053	+/-60,032	463	+/-176
Rented, not occupied	598,985	+/-12,801	79	+/-57
For sale only	1,769,541	+/-36,601	388	+/-143
Sold, not occupied	667,268	+/-15,786	264	+/-142
For seasonal, recreational, or occasional use	4,411,956	+/-31,093	3,450	+/-427
For migrant workers	34,313	+/-1,534	0	+/-119
Other vacant	4,390,567	+/-67,736	976	+/-254

Island County County Travel Impacts and Visitor Volume

Visitor Spending Impacts

Amount of Visitor Spending that supports 1 Job	\$71,855
Employee Earnings generated by \$100 Visitor Spending	\$35
Local Tax Revenues generated by \$100 Visitor Spending	\$3.25

Visitor Volume

Additional visitor spending if each resident household encouraged one additional overnight visitor (in thousands)	\$4,599
Additional employment if each resident household encouraged one additional overnight visitor	64

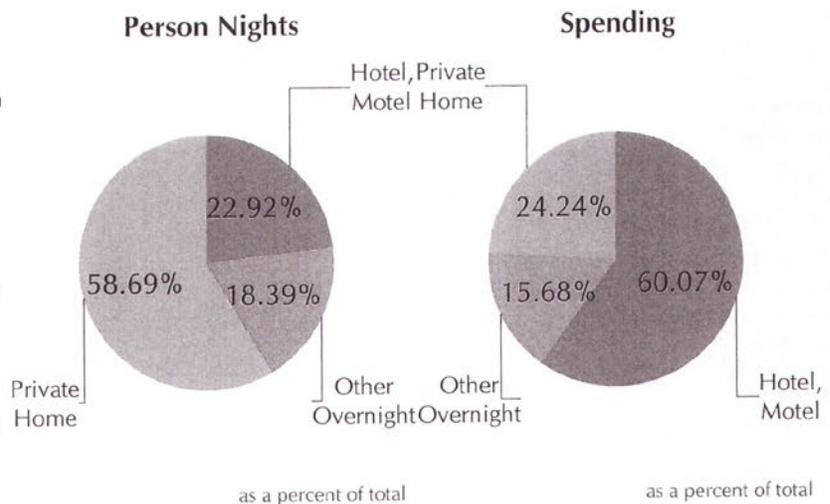
Visitor Shares

Travel Share of Total Employment (2016)*	8.1 %
Visitor Share of Taxable Sales (2016)**	14.5 %
Overnight Visitor Share (2017p)***	7.6 %

Overnight Visitor Spending and Volume

*Source: Bureau of Economic Analysis and Bureau of Labor Statistics. Estimates by Dean Runyan Associates.
 **Annual Overnight Visitor Days divided by (Resident Population) *365.

Visitors who stay in private homes typically comprise the largest share of overnight visitor volume. Visitors who stay overnight in commercial lodging typically have the greatest economic impact. There is substantial variation among destinations, however. Most rural and suburban areas have high shares of private home visitation. Urban areas tend to have greater shares of hotel/motel stays.



	Person Trips (Thousands)	Person Nights (Thousands)	Visitor Spending (\$Millions)
Hotel, Motel	339.2	532.1	89.7
Private Home	631.3	1,362.8	36.2
Other Overnight	156.1	427.0	23.4
All Overnight	1,126.6	2,321.9	149.4

Note: Person Trips and Person Nights are in Thousands. Visitor Spending is in \$Millions. Details may not round to total due to rounding

**Island County
Direct Travel Impacts, 2010-2017p**

							Ave. Annual Chg.	
	2010	2012	2014	2015	2016	2017	16-17	10-17
Spending								
Total (Current \$)	150.8	170.9	179.1	187.8	203.7	210.6	3.4%	4.9%
Other	8.3	9.8	8.9	7.1	6.9	8.0	16.8%	-0.5%
Visitor	142.5	161.1	170.2	180.7	196.9	202.6	2.9%	5.2%
Non-transportation	126.3	142.0	152.0	164.8	180.8	184.8	2.2%	5.6%
Transportation	16.2	19.1	18.1	15.9	16.1	17.8	10.5%	1.3%
Earnings								
Earnings (Current \$)	43.0	48.7	54.8	58.0	64.1	70.7	10.3%	7.3%
Employment								
Employment	2,240	2,430	2,630	2,610	2,790	2,830	1.6%	3.4%
Tax Revenue								
Total (Current \$)	14.0	15.6	16.9	18.2	20.4	20.9	2.5%	5.9%
Local Tax Receipts	4.3	4.8	5.4	5.8	6.5	6.6	1.6%	6.3%
Visitor	2.4	2.8	3.0	3.3	3.7	3.8	2.5%	6.6%
Business or Employee	1.9	2.1	2.3	2.5	2.8	2.8	0.4%	5.9%
State Tax Receipts	9.7	10.7	11.5	12.4	13.9	14.3	3.0%	5.7%
Visitor	7.3	8.0	8.5	9.2	10.2	10.6	3.6%	5.4%
Business or Employee	2.4	2.7	3.0	3.3	3.7	3.7	1.0%	6.4%

Other spending includes resident air travel, travel arrangement and reservation services, and convention and trade show organizers. **Non-transportation visitor spending** includes accommodations, food services, retail, food stores, and arts, entertainment & recreation. **Visitor transportation spending** includes private auto, auto rental, other local ground transportation and one-way airfares.

Earnings include wages & salaries, earned benefits and proprietor income.

Employment includes all full- and part-time employment of payroll employees and proprietors.

Local tax revenue includes lodging taxes, sales taxes, auto rental taxes and airport passenger facility charges paid by visitors, and the property tax payments and sales tax payments attributable to the travel industry income of employees and businesses.

State tax revenue includes lodging, sales and motor fuel tax payments of visitors, and the income tax and sales tax payments attributable to the travel industry income of businesses and employees.

Federal tax revenue includes motor fuel excise taxes and airline ticket taxes paid by visitors, and the payroll and income taxes attributable to the travel industry income of employees and businesses.

Island County Travel Impacts, 2000-2017p

Total Direct Travel Spending (\$Million)

	2000	2005	2010	2012	2014	2016	2017
Destination Spending	111.6	127.2	142.5	161.1	170.2	196.9	202.6
Other Travel*	4.5	7.0	8.3	9.8	8.9	6.9	8.0
Total	116.0	134.2	150.8	170.9	179.1	203.7	210.6

Visitor Spending By Commodity Purchased (\$Million)

	2000	2005	2010	2012	2014	2016	2017
Accommodations	14.6	16.6	19.6	22.3	25.4	32.0	32.7
Food Service	32.1	38.1	44.2	51.1	55.5	68.7	71.5
Food Stores	14.3	16.8	19.1	21.1	22.4	24.5	24.4
Local Tran. & Gas	9.3	13.4	16.2	19.1	18.1	16.1	17.8
Arts, Ent. & Rec.	17.7	19.0	19.4	21.3	22.1	25.7	26.1
Retail Sales	23.6	23.3	24.0	26.1	26.7	29.9	30.0
Total	111.6	127.2	142.5	161.1	170.2	196.9	202.6

Industry Earnings Generated by Travel Spending (\$Million)

	2000	2005	2010	2012	2014	2016	2017
Accom. & Food Serv.	17.7	20.9	22.6	26.2	31.0	37.6	43.4
Arts, Ent. & Rec.	10.9	11.3	10.9	12.3	12.8	14.0	14.2
Retail**	6.0	6.7	7.2	7.7	8.4	9.6	10.0
Ground Tran.	1.4	1.8	2.0	2.0	2.1	2.4	2.6
Other Travel*	0.5	0.4	0.4	0.4	0.4	0.4	0.4
Total	36.4	41.1	43.0	48.7	54.8	64.1	70.7

Industry Employment Generated by Travel Spending (Jobs)

	2000	2005	2010	2012	2014	2016	2017
Accom. & Food Serv.	1,130	1,130	1,010	1,090	1,230	1,360	1,460
Arts, Ent. & Rec.	1,160	900	840	940	990	990	930
Retail**	330	300	300	320	330	350	360
Ground Tran.	70	80	70	70	70	70	70
Other Travel*	40	20	10	10	10	10	10
Total	2,730	2,420	2,240	2,430	2,630	2,790	2,830

Tax Receipts Generated by Travel Spending (\$Million)

	2000	2005	2010	2012	2014	2016	2017
Local Tax Receipts	3.1	3.9	4.3	4.8	5.4	6.5	6.6
Visitor	1.6	2.1	2.4	2.8	3.0	3.7	3.8
Business or Employee	1.5	1.7	1.9	2.1	2.3	2.8	2.8
State Tax Receipts	7.8	8.9	9.7	10.7	11.5	13.9	14.3
Visitor	5.7	6.5	7.3	8.0	8.5	10.2	10.6
Business or Employee	2.1	2.3	2.4	2.7	3.0	3.7	3.7
Total Local & State Receipts	10.9	12.7	14.0	15.6	16.9	20.4	20.9

Details may not add to total due to rounding. * Other Travel includes ground transportation and air travel impacts for travel to other Washington visitor destinations and travel arrangement services.** Retail includes gasoline. Federal tax receipts not included.

Island County Visitor Spending and Visitor Volume

Visitor Spending by Type of Traveler Accommodation (\$Million), 2000-2017p

	2000	2005	2010	2012	2015	2016	2017
Total Destination Spending	111.6	127.2	142.5	161.1	180.7	196.9	202.6
All Overnight	77.9	88.6	99.9	114.5	131.1	144.7	149.4
Hotel, Motel	39.2	43.2	48.6	60.0	74.3	86.2	89.7
Private Home	23.2	28.1	31.5	33.3	34.8	35.7	36.2
Other Overnight	15.4	17.4	19.8	21.2	22.1	22.7	23.4
Day Travel	33.7	38.6	42.6	46.5	49.6	52.2	53.2
Day Travel	33.7	38.6	42.6	46.5	49.6	52.2	53.2

Average Expenditures for Overnight Visitors, 2017p

	Travel Party		Person		Party Size	Length of Stay (Nights)
	Day	Trip	Day	Trip		
Hotel, Motel	\$422	\$662	\$169	\$265	2.5	1.6
Private Home	\$65	\$140	\$27	\$57	2.4	2.2
Other Overnight	\$152	\$417	\$55	\$150	2.8	2.7
All Overnight	\$161	\$332	\$64	\$133	2.5	2.1

Overnight Visitor Volume, 2015-2017p

	Person-Nights (000)			Party-Nights (000)		
	2015	2016	2017	2015	2016	2017
Hotel, Motel	455	521	532	182	208	213
Private Home	1,350	1,381	1,363	554	566	559
Other Overnight	413	423	427	149	152	154
All Overnight	2,218	2,325	2,322	884	927	925

	Person-Trips (000)			Party-Trips (000)		
	2015	2016	2017	2015	2016	2017
Hotel, Motel	290	332	339	116	133	135
Private Home	625	640	631	256	262	259
Other Overnight	151	155	156	54	56	56
All Overnight	1,066	1,126	1,127	427	451	451

"Hotel, Motel" category includes all lodging where a lodging tax is collected except campgrounds.
 "Other Overnight" category includes campgrounds and vacation homes.



Kitsap Regional Coordinating Council (KRCC)
Draft Transportation Policy Committee (TransPOL) Meeting Summary
September 20, 2018 Meeting | 1:30-3:00 PM | Kitsap Transit, Bremerton

Decisions		
TransPOL approved the draft June 21, 2018 TransPOL meeting summary as final.		
Actions	Who	Status
Post the 6/21/18 TransPOL meeting summary to the KRCC website.	KRCC staff	Done
Send Part 1 of the Kitsap multimodal study to Councilmember Tirman	KRCC staff	Done

A. WELCOME AND APPROVAL OF DRAFT JUNE 2018 MEETING SUMMARY

Sophie Glass, KRCC Transportation and Land Use Program Lead, welcomed participants to the meeting (see Attachment A for a list of TransPOL members and observers). TransPOL approved the draft 6/21/2018 meeting summary as final.

B. WASHINGTON STATE FERRIES (WSF) LONG RANGE PLAN

Ray Deardorf, Washington State Department of Transportation (WSDOT), provided an overview of the Washington State Ferries’ Draft 2040 Long Range Plan. The draft plan’s public comment period is open through October 25, with the final draft expected in January 2019.

[Click here to view presentation slides.](#)

TransPOL identified the following talking points for potential use in jurisdictions’ individual comment letters.

- Information on the capacity and class of vessels should be included in the table that shows vessel age.
- The Edmonds/Kingston route is in critical need of attention.
- The maintenance of vessels is essential to Kitsap.
- The ferry app and public outreach are helpful tools to improve customer experience.
- Tracking ferry lines and wait times is important.
- Maintenance of the Southworth terminal is crucial.
- Attention to resiliency is a priority and requires local and state coordination.
- Electrifying the WSF fleet will require new utility infrastructure.
- A 3 vessel fleet on the Edmonds/Kingston route should not be pursued due to constant congestion caused by continuous vessel landings.

C. PUGET SOUND CLEAN AIR AGENCY’S (PSCAA) POTENTIAL CLEAN FUEL STANDARD

Phil Swartzendruber, PSCAA, provided an overview of the agency’s clean fuel standard under consideration. The PSCAA Board of Directors is accepting feedback during its November 15 meeting.

[Click here to view presentation slides.](#)

Phil made the following comments to respond to questions from TransPOL:

- “At road” communities are roughly defined as communities within ½ kilometer of truck traffic. These communities experience relatively higher air pollution due to the higher levels of particulate matter from diesel fuels used by trucks.
- Wildfire smoke is considered an “exceptional” event and therefore is excused from regulatory air pollution monitoring.
- The clean fuel standard in California is statewide. PSCAA uses the State of Oregon as a model for the Puget Sound Region because they have roughly the same population size.

D. 2019 KRCC TRANSPORTATION WORK PLAN

TransPOL identified the following cross jurisdictional transportation topics to potentially address during their three meetings in 2019.

- Corridor planning
- Improving traffic flow
- Identifying projects of countywide significance to focus resources on
- Coordinating countywide multimodal transportation (KRCC staff will send Part 1 of the multimodal study to Councilmember Tirman to reference previous work done on this)
- Understanding growth and pressures on Kitsap’s transportation system
- Addressing the impacts to Kingston, Southworth, and other communities with passenger only ferries

E. CORRIDOR UPDATES

- **SR 305:** Jurisdictions provided comments on program packages, shifting the group’s focus to have SR 305 itself as a focus of study, as opposed to the arterials feeding into it. Jurisdictions are still looking for a package they can champion to convert into proposed legislation. One more Technical Advisory Committee and one more Executive Committee meeting are expected. KRCC TransPOL members will be invited to future meetings.
- **SR 16/Gorst:** There will be one more stakeholder meeting and one more Executive Committee meeting. The WSDOT survey yielded approximately 1000 responses from Kitsap. WSDOT will analyze how the responses align with the Corridor Sketch Initiative work.
- **SR 104:** The County has obligated the contingency funds that it received. Discussions between the Port of Kingston, WSDOT, the County, and Kitsap Transit are taking place for the potential development of a holding lot. The Port of Kingston has expressed interest in leading the development of the Memorandum of Understanding between the parties.

F. ANNOUNCEMENTS AND NEXT STEPS

The public comment period for PSRC’s 2019-2022 Regional Transportation Improvement Program (TIP) ends on October 25. The next TransPOL meeting will be in the second quarter of 2019, pending the 2019 meeting schedule. Commissioner Strakeljahn shared that PSRC received a grant for a Federal Aviation Administration study of the region.

F. PUBLIC COMMENTS

Roger Gay, South Kitsap resident, emphasized the importance of investing in power grid infrastructure, especially with concurrent conversations within agencies and jurisdictions regarding electrifying various systems.

Attachment A: Meeting Attendees

NAME	JURISDICTION (ALPHABETICAL)
TRANSPOL MEMBERS:	
Councilmember Matthew Tirman	City of Bainbridge Island
Councilmember Bek Ashby	City of Port Orchard
Mayor Becky Erickson	City of Poulsbo
Commissioner Robert Gelder	Kitsap County
Commissioner Charlotte Garrido	Kitsap County
Commissioner Axel Strakeljahn	Port of Bremerton
OBSERVERS:	
Tom Knuckey	City of Bremerton
Andrzej Kasiniak	City of Poulsbo
David Forte	Kitsap County
Phil Swartzendruber	Puget Sound Clean Air Agency (presenter)
Craig Kenworthy	Puget Sound Clean Air Agency (presenter)
Roger Gay	South Kitsap Taxpayer
Dennis Engel	Washington State Department of Transportation (WSDOT)
Ray Deardorf	Washington State Ferries (presenter)
STAFF:	
Sophie Glass	KRCC Transportation and Land Use Program Lead
Mishu Pham-Whipple	KRCC Coordination Lead

Ferry Advisory Committee Executive Council
Recommendations and Comments regarding Washington State Ferries
Draft Long-Range Plan (LRP)
September 10, 2018 Draft

Terminals

- Determine actions to be taken to address Keystone Harbor inadequacies based on the prior study.
- Include descriptions of actions being planned or taken to address ferry terminal traffic congestion at terminals where it is a problem.
- Include plans to improve the utilization of current holding lots, the efficiency of loading/unloading, adding holding space, and including drop off and pick-up areas.
- Parking at terminals. The Draft LRP documents the desire to provide expanded options for terminal parking, but no details or actions are discussed. In our Policy Advisory Group (PAG) meetings, the “Portal-to-Portal” WSDOT strategy and additional parking alternatives have been discussed, however, there a few references to these two concepts in the Draft LRP. The PAG and FAC Executive Council were both informed by WSF Senior Management that “Parking will be part of the LRP.” Parking solutions must be a part of the LRP.
- WSF will coordinate with affected communities in designing any seismic improvements.
- Consider solar energy and local storage as an integral part of the electrification plan for the terminals and vessels.
- Define additional terminal capital and maintenance tasks to accommodate additional boats at multiple terminals (initial: Port Townsend-Coupeville, Clinton-Mukilteo).

Vessel construction

- Continue the uninterrupted building of five more mid-sized ferries. We believe that it is essential to continue under the current contract and as soon as possible continue that production under a follow-on contract regardless of the type of propulsion system with the goal of producing (at least) one boat each year. This is essential if for the timely replacement of the Super class which is necessary for sustaining service reliability and providing service capacity that meets current shortfalls and projected increased demand (see comments in Fleet Composition below)
- Address how the number of bidding shipbuilders may be expanded to enable competition and a fuller utilization of federal funding.
- Address issues (example: qualified apprenticeship program) that preclude other Washington-based shipbuilders from competing for the building of additional boats.
- Include the “enhanced” version of the vessel build graphic (that was shared with the PAG and FAC Executive Council) in the draft LRP document. It is an excellent graphic and got rave reviews from the FAC Executive Council. It goes a long way in explain the staging of all the fleet and terminal enhancements but has been omitted from the draft plan.

Fleet composition

- Increase fleet size as needed to support current shortfalls and increased demand, service and available maintenance time. We consider that plans for near- and long-term fleet capacity to be inadequate to support the current and forecast needs of riders and ferry-served communities.
- Reduce the number of vessel classes and keep them to the smallest number possible. This should not preclude variants of the current mid-sized ferry design.
- Re-consider the creation of a 124-car ferry class for the triangle route which would limit their utility on a variety of routes. Evaluate the life-cycle costs of creating a new 124 car vessel vs. using a 144-car vessel (or a variant). Our experience in creating a special class for a narrow mission (Kwa-di Tabil class) has not been positive.
- Put together a plan to replace the Kwa-di Tabil class of boats with a more versatile design (like a 144). With the current strategy, the route will never keep up with the current and future demand. We understand that this requires investments in landside infrastructure, but the current issues with the Keystone harbor must be solved. At some point, the Kwa-di Tabil class vessels should be sold while they still have market value.
- Aging Super-class vessels need to be retired as early as possible to improve reliability and reduce maintenance costs. These four vessels are all over 50 years of age and are all at serious risk of unscheduled maintenance needs.
- Provide additional vessels as quickly as possible in order to avoid service disruptions and allow necessary maintenance. The fleet is aging, particularly the Super-class vessels that provide 40-50% of the service in the San Juan Islands and are now in the last decade of their optimistic 60-year life. At least one of the new vessels must be SOLAS-equipped to provide service to Sidney BC.

Fleet maintenance

- Describe strategies for keeping the fleet in proper maintenance and repair. This should include a description of how limited maintenance funding will be allocated to maximize service reliability.
- Describe the WSF solution to the “crab pot line” problem, such as improved line cutter technology. Puget Sound is full of drifting, lost crab pots, therefore, asking users “to be careful where they put them” is not a winning strategy. This issue causes a huge amount of unplanned out-of-service maintenance time.
- We understand and concur that performing adequate maintenance on the fleet is one of the most important operational tasks. WSF was only able to spend 50% of the authorized funding for maintenance and preservation funds in the 2013-2015 biennium due to scheduling and shipyard availability issues. But the draft LRP proposes increasing the planned maintenance from 8 weeks per year to 12. That is 24% of the available working days for each vessel. We feel strongly that adequate maintenance must be planned and executed during the LRP timeframe, however, the 12 weeks seems to be somewhat arbitrary. Provide additional detail and justification for having each boat in maintenance for 24% of its year. This large out-of-service time puts additional pressure on the fleet’s capacity to provide needed service. WSF should revisit best practices (parallel work efforts, multiple shifts) for increasing service availability by maximizing the maintenance that is completed during yard periods.

Service

- Mitigate the service risk of hybridizing the Mk IIs by requiring that such hybrids be able to maintain originally planned schedules with one engine offline and only one charging facility on line.
- Include as a priority strategy the early implementation of commercial reservations on select routes.
- “Adaptive Management” is referenced multiple times in the Draft LRP as a solution to capacity constraints. The assumption in the Plan that “Adaptive Management” will accommodate projected growth is based on projecting that riders will voluntarily move from existing peak traffic to use the ferries in the off-peak hours or to a reservation system. Two methods have been put forward:
 - Reduced or increased Tariffs to incent drivers to take off-peak, less congested, boats.

-
- Reservation system that allows vehicles to schedule their trips during less congested hours.

It has been shown that, on multiple runs, there are few “off-peak” slots in which to move this traffic.

Commercial users and commuters as a rule do not have flexibility in their ride times. Increasing tariffs only raises the cost of commuting, it does not incent these commuters to spend an extra one to two hours away from their families. The reservation system does not create any additional capacity, it merely hides the fact that there is pent-up demand for the peak hours. Where adaptive management strategies (e.g. peak hour fares and shifting demand) are contemplated, a statement should be added that prior to implementation the impact on affected rider groups and specific communities involved will be assessed in conjunction with the affected local governments and getting rider input.

- A next-generation ticketing/reservation system is badly needed. This needs to be an integrated system with much greater flexibility than the current ticket and reservation systems. More plan detail is needed for the timing of the new system. Any ticketing and fare policies changes must continue to provide discounts to regular riders similar to the current multi-ride tickets. Integration of ALL forms of payment systems. ORCA, Wave-to-Go, Good-to-Go, etc. must be a requirement.
- The draft plan does not discuss current Level Of Service Level 1 and Level 2 measurements and actions. The 2009 plan had an entire appendix dedicated to defining a new LOS standard along with plans to monitor LOS and adjust as needed. Since the publishing of the 2009 plan, to our knowledge, no LOS measurements have been published, nor has the appropriateness of the targets been discussed. The original LOS targets were defined by WSF (consultant), but the Level 2 targets are now widely viewed as unattainable. The LOS targets, especially the Level 2 targets, should be revisited in the LRP.
- The draft plan proposes to implement a “wait time” measurement. This measurement will inform the planning for current and future capacity. This measurement should be implemented ASAP to ensure WSF has the latest and most accurate view of congestion on all routes. Historically, wait times (backups) were measured and tracked on every run. This measurement was removed in the last (2009) LRP. It is basic to providing the ferry service that customers pay for and expect. Additionally, WSDOT should be measured on this critical customer service benchmark. It should also be added to the measurements that is reported to the Legislature to allow them to gauge the health of the system. Provide a definition of how rider wait time information will be used along with percent boat full data (current LOS) to assess and plan for route capacity needs. In addition to the LOS-defined thresholds that trigger level 1 and Level 2 actions, there must be a “wait time” threshold which triggers Level 2 LOS actions.
- Consider adding a Summer Crossing from Port Townsend to Friday Harbor. There are thousands of riders on Bainbridge, the Kitsap Peninsula, and the Olympic Peninsula who visit the San Juan Islands every summer. These riders take the Bainbridge, Kingston, and Port Townsend routes to get to Anacortes. Creating a crossing from Port Townsend to Friday Harbor would have the following benefits:
 - Alleviate traffic at six terminals (Bainbridge, Seattle, Kingston, Edmonds, Coupeville, and Anacortes)
 - Reduce vehicles on three routes (Bainbridge, Kingston, Coupeville)
 - Significantly reduce travel time for riders.
 - Increase throughput to Friday Harbor without adding additional terminal infrastructure.

Due to the direct route, travel time from Port Townsend to Friday Harbor would be a similar crossing time of the Anacortes – Friday Harbor run. A Kwa-di Tabil class vessel could be retrofitted with bow doors (similar to the Island Home) to handle the open water crossing.

- Document the plan to increase walk-on ridership. Currently, we are in the position to “hope” that people will move to walking-on rather than driving-on the boats, but no concrete plans are in place to cause people to actually make this change. For people to move to walking-on, the plan must give them options to get to where they are going. Additional parking options and expansion of transit options are potential solutions. This plan does not address specific, concrete plans to accomplish this shift to walk-on. Refer to the WSF 2013 Origin-

Destination Survey that documents the number of riders that are destined for locations that are not served by transit solutions and the reasons why riders decide to take vehicles instead of transit.

- WSF should consider charging auto traffic based on the amount of space they consume. Basing fares on the length of the vehicle could be accomplished with appropriate sensors at the toll booths. Camera technology with image processing software is readily available in the industry today and would eliminate the need for the "100-foot clear distance before the toll booth" cited in prior WSF studies of this subject.
- The plan states "Within the first 10 to 15 years of the plan, service reliability risk will be the highest." If that's true, is it prudent to take on the additional risk of the hybrid conversions during the same timeframes? What would happen if a hybrid conversion project hits a snag that delays the return of that boat to service while the "high risk" vessels are out for unplanned maintenance? The result would be that multiple routes could be without at least one of their vessels. This is of particular concern with the MK II conversions as these are a unique class of boats configured to support two routes which carry 44% of the system's riders.
- Financial Outlook. It is not clear that all the operating costs have been included in the analysis of the hybrid-electric conversions and fleet building. Fuel savings and some electrical costs and savings are included in the analysis, but it is not clear that all increased costs including the total costs of the charging equipment and their facilities are included. Savings due to reduced maintenance expense of hybrid propulsion systems should be included in the estimates of operating costs.

Fares

- Include strategies for cost containment to keep fare increases at a minimum. This subject was included in the 2009 Long Range Plan.

Communications/Rider Experience

- Include a discussion on how communications and transparency between WSF staff and riders will be improved including how riders will be informed of and have a voice in WSF's decisions affecting them and how rider issues and concerns will be addressed
- Include strategies to improve the quality and value of ferry food concessions
- Add free public Wi-Fi and Mobile Phone (cellular) connectivity on vessels and in terminal and holding areas. This will allow more flexibility for commuters to attend to business while using the ferry system, allowing additional flexibility in non-peak-hour commuting. The world of mobile communications has changed drastically over the last five years. Commuters (and other travelers) routinely use mobile connectivity to extend their workday and obtain higher productivity. No-cost Wi-Fi is a common and expected practice nationwide. The potential minor revenue gained by these services should not take precedence over the need for ubiquitous communications of the riders.

Multimodal Transportation

- WSF should take a leadership role in spearheading the Portal-to-Portal concept for their riders. WSF, WSDOT, Sound Transit, multiple transit authorities and others have plans and ideas on integrating true multi-modal transportation, but no one entity has attempted an inter-agency approach. This approach must include the use of Park and Ride facilities for ferry riders.

System Capacity

- The Plan's proposal of moderate capacity growth is inadequate. Substantial service growth is needed for many routes either by adding service hours or by increasing the number of vessels serving the route or both. Additional service hours should be added sooner than shown in the Draft LRP. Many of the routes are at capacity during the "Peak Times" of the day. In addition, these "Peak Times" have expanded in the number of hours per day. WSF's "Best Times to Travel" website shows that the "peaks" have become half-day events (eastbound in the morning hours and westbound in the afternoon). In order to add vessels (and thus, capacity), additional newly built boats must be added to the build plan and schedule proposed on the Draft LRP. In some cases, this will also require additional terminals, slips and land-side buildouts.

Dated: October 30, 2018

Ferry Advisory Committee Executive Council

/s/: Dave Hoogerwerf, Walt Elliott, Co-Chairs

The WSDOT plan does NOT include moving the Edmonds ferry terminal to the old Unocal site at the south edge of the Edmonds Marsh. In fact, WSDOT appears to have no plans for any use of this WSDOT-owned old Unocal property. There is substantial support in the Edmonds community for the Edmonds Marsh and for a wildlife sanctuary. The Marsh supports tourism in general, eco-tourists specifically, bird enthusiasts, and nature lovers. The old Unocal property represents a unique and one-of-a-kind possible addition / extension to this rare saltwater estuary environment.

Therefore, the local Edmonds group "Save Our Marsh" (SOM) urges that the old Unocal property become a wildlife reserve to augment the Edmonds Marsh Sanctuary and allow for salmon streams across the property. The old Unocal property represents a natural corridor for the daylighting of Willow Creek. The restoration of an open tidal connection between the Marsh and Puget Sound will be key to reestablishing salmon runs and habitat for juvenile Chinook salmon (an endangered species). The daylighting, therefore, represents a wonderful opportunity to actually increase Puget Sound salmon runs, in contrast to the current decline of such runs. Making the WSDOT property into a wildlife sanctuary would have extensive benefits to our community and to our planet. Rather than paving it over and developing the area, we could use it to enhance the health of the marsh, as well as the 190 species of birds and the other wildlife that use it.

Thank you for the time you spent presenting your Long Range Plan in Edmonds on October 4th, and for your consideration of our responses!

Draft Plan comments from San Juan County Public Works

Comments on reliable service

San Juan County Public Works is dedicated to working cooperatively with WSF to develop projects to enhance terminal operations and customer access to terminals. The interface between terminals and County Roads provide opportunities to create operational efficiencies, better access for WSF customers, and improved safety features as demand for service increases into the future. I suggest that a joint WSF/ SJCPW team of operations and engineering staff be formally created to meet semi-annually to discuss and promote such opportunities.

Building new ferries immediately is an absolute necessity. Five of the oldest vessels in the fleet are traditionally assigned to the San Juans. Extending the current Olympic class contract is the first order of business. The design and layout of these vessels is the best thing that has come along in many years for WSF. The legislature should waste no time in the next session approving and funding extension of the Olympic class contract as outlined in this plan.

Comments on customer experience

Reservations, technology through website apps, and more timely information broadcasts are welcome tools for customers. Continued efforts to improve and streamline how these tools are accessed and used is important to overall customer satisfaction. Just having this type of information adds to the customer's feeling that the system is more reliable than it used to be, even though broken down vessels and service interruptions are more frequent.

Comments on manage growth

This plan recognizes growth in a practical fashion. Additionally, continuing to work with FAC's to examine schedules and service delivery is important. FAC's are the conduits to the communities they serve. WSF should also explore how they collect customer information on each of the runs to better provide numbers in the future. In the San Juans, better ridership information would inform WSF and the FAC's of the need to adjust schedules. It would also provide good information about how to implement peak time fares, or other methods to spread ridership over the overall schedule. One idea floating around would be to create in the future an additional overnight freight run to carry many of the regular grocery and restaurant suppliers, creating overnight delivery opportunities and taking these delivery trucks off the streets during the day. It is good to remember that the only way for freight and goods to move in and out of the San Juans is by WSF. There are no bridges or highways connecting the islands to the mainland. There is no other good alternative out here. WSF is our lifeline!

Comments on sustainability and resilience

This plan as written lays a solid foundation for the future of WSF. Cooperation from the legislature will be the key to implementation. Without full funding, this plan cannot be carried forward. Without full funding, ferry service in this state will stagnate and decline. Counties and cities that rely on service to sustain their economies will have to make hard decisions regarding the future.

Comments on implementation and investment

SJCPW supports technological improvements to the ticketing and information systems provided by WSF. The current reservation system has improved our operational logistics by providing reliability to our ability to move supplies to the Islands from Anacortes. We support expanding the reservation system to include all sailings between the Islands and Anacortes. Further, we suggest that the vessel quota system for this run be phased out. This would allow vessel space to be maximized on each run. In conjunction with this effort, the inter-island schedule should be completely re-examined to minimize the need to carry inter-island vehicle traffic on Anacortes bound vessels. The current practice of backing inter-island vehicles onto Anacortes bound vessels is unsafe and inefficient, adding unnecessarily to dwell times at terminals. A close look at the inter-island schedule, with good information about how that run is used by customers, could result in better service for all.

Additional comments

How important WSF is to San Juan County cannot be overstated. SJC Public works alone spends nearly \$60k each year in fares to move equipment and supplies to support our programs. Nearly all commerce to this county is carried by WSF, except for gasoline, propane, and other dangerous products not allowed on public ferries. Grocery stores, restaurants, schools, construction companies, garbage services, government services, and residents all rely on WSF to deliver the goods. Funding and implementing this plan will ensure WSF will be able to 'deliver the goods' well into the future.

Ray - FY1 Island County @ WSTA

The idea of reservations for the Clinton-Mukilteo ferry route has been explored in the past, but WSF indicated that significant resistance to the idea was expressed-especially by commuters. Since that time, many people have experienced reservations at the Coupeville-Port Townsend route and we have heard that at least some types of reservations with respect to freight, might make sense for the Clinton-Mukilteo run.

A reservation system does not need to follow a one-size fits all approach. The Anacortes-San Juan system is much more nuanced than the Coupeville-Port Townsend one, and I am hearing that it is well received by their communities.

A context specific reservation system might be possible for Clinton-Mukilteo, but the key may be in doing the background work with a committee of stakeholders, to explore potential solutions ranging from the simple to the more logistically sophisticated. A joint study could uncover a system that lowers wait times, spreads the demand over runs, and perhaps even draws new users to the system, alleviating pressure on I-5 and vehicle miles travelled.

Dave H agrees

Such a system could explore both pricing and targeted reservations. For instance, some reservation time slots could be saved for commercial vehicles and others could target tourist traffic. The critical commuter hours could then remain reservation free. And just as the price of a trip over the 520 bridge, or in the 405 HOT lanes can encourage better travel time choices, lower costs for off-peak trips could provide additional incentive. Peak travel costs, would offset the savings offered on non-peak and the reservation would be double incentive. Perhaps, only a small number of commuter reservation slots could be offered at a high premium cost, that some corporations might be willing to cover to address critical commute hour trips. That premium revenue would increase fare box recovery even further. Understanding that there are no additional boats in this route's future, exploring the many combinations of reservation systems and pricing schemes could help us all make better use of what we already have.

"dis-agrees"