

Appendix E: STAKEHOLDER INPUT MATRIX

Palouse Economic Development Council: Asotin, Columbia, Garfield, Counties Planning	Importance	Service	Fare	Travel Patterns	Connections	Unmet Needs	Comments
Valley Transit (VT) Lewiston ID	Becoming more important because of the labor market. Employers in Pullman Moscow looking to broaden market. Also transportation to airports in Pullman and Lewiston an issue. All of communities have cities that have hospitals.	5X a day between Lewiston/Clarkson and Asotin County.	\$1.50 one-way		Connects in Lewiston with Northwest and soon will connect with new service to Moscow. Connects in Moscow with Wheatland to Pullman.	Direct connection to Pullman from Lewiston; also would like to connect to Asotin hourly.	Would like more help from WSDOT and ACCT.
Garfield County Transit		Two days a week DAR from Pomeroy to Lewiston/Clarkson.	No charge		Sometimes takes people to Northwest and to Airport. Riders don't connect with VT because Garfield service takes them to destination and picks them up.	Would like to have service to Dayton so people could get to WW.	Would like to submit for funding for service to Dayton but has not got around to paper work and is not sure what she would need to do and how much it would cost.
Columbia County Transit		Provides DAR and vanpool program. Will take people from Dayton and other communities in Columbia County to Walla Walla for school, medical appointments and social services. Now that dermatologist has moved from WW to Dayton takes riders in that direction.			Sometimes takes riders to connect with Grapeline.	Meeting needs.	Needs to know more about JARC; would like to get more funding for Medicaid trips.
Spokane Valley	Spokane is hub of region for medical, educational, cultural other services.					Connections to Colville, Newport, Moscow, Pullman. Also service to Coeur d'Alene (C d'A); connection from colleges in Idaho to airport.	Would like to develop service to Coeur d'Alene as add on to proposed light rail service to Liberty Lake-14 miles from Spokane and 8 from C d'A.
STA		Connects rural areas with Spokane; stays within PTBA.	\$1.00		Interconnectivity at Intermodal center; Amtrak and local bus as well as Greyhound and Northwest. Don't coordinate schedules because they have 15 minute headway. Amtrak comes through after bus service ends.		Requested funds from WSDOT for service to C d'A but was denied. Sense that western part of state gets more funding.

Ferry, Pend Oreille, Stevens Counties	Importance	Service	Fare	Travel Patterns	Connections	Unmet Needs	Comments
<i>Rural Resources</i>	New RTPO. Not very important. Most everyone has a vehicle. Each community has its own hospital. Very rural area.	Commuter service between Kettle Falls and Colville and between Chewelah and Colville-about 200 trips a month. Regional DAR between all 3 counties. Every two weeks rural to urban DAR in each area of region. Age restriction?	One-way 50 cents	Spokane about 90 miles away.  Folks from Republic like to go to Omak, but they can get what they need in Colville every two weeks. For major medical they go to Spokane.		Connection from Colville to Spokane. Might help get workers from Spokane to Colville. They need nurses and other medical professionals such as physical therapists.	Emphasis is on travel within region. Businesses concerned that people are not taken out of region to spend dollars elsewhere. Used to do connection into Spokane, but has not done it in about 4 years.
<b>Wenatchee Valley Transportation Council:</b> <b>Chelan, Douglas, Okanogan Counties</b>	Numbers may not bear it out but Northwest Trailways is an important service in the area. Trailways connection to Omak is very important.	DAR. Local bus service in Twist, Brewster, Omak Orville and also has two weekday connector services-Brewster-Omak and Orville Omak-for people in Welfare-to-Work program. If room others can use it. One from Orville always full.		Both to Spokane and to Seattle area.		Interest in getting Amtrak Empire Builder to stop in Leavenworth. City has got grant money for station and has been working with Amtrak and BN. Need for Okanogan connection to Chelan.	
<i>Okanogan County Transportation and Nutrition</i>		DAR. Local bus service in Twist, Brewster, Omak Orville and also has two weekday connector services-Brewster-Omak and Orville Omak-for people in Welfare-to-Work program. If room others can use it. One from Orville always full.	Into Omak Wenatchee, Spokane.		Would like to be able to coordinate connector service with Trailways, but schedule is timed for classes in Omak. Trailways leaves Omak at 7:30 AM. Classes in Omak start at 9:00 AM so bus scheduled for that.	Connection to Grand Coulee to meet up with Grant Transit to connect to Spokane. Also more intra-county connectivity-Twist-Winthrop-Omak.	Okanogan 3 <sup>rd</sup> largest county in country with only 39,000 people. First priority would be to provide better connectivity within county to Omak is first priority then to Grand Coulee to meet up with GT.
<i>Link</i>	Northwest Trailways service from Okanogan very positive.	From Wenatchee to Chelan corridor 17 trips a day. Leavenworth 19 trips a day. Other rural to urban service.	\$1.00 for intercity from Chelan, Leavenworth.		Northwest Trailways, Amtrak and Link all stop at Wenatchee Terminal. Okanogan senior services comes down and connects in Wenatchee and Chelan two times a week. Schedules are coordinated to meet the ferries in Chelan and to Manson. Not coordinated in Wenatchee, but frequent enough that it doesn't matter except for Amtrak that arrives too late in evening for service.	Big issue is getting to airport. Fog closes Wenatchee airport in winter a lot so people need to connect to Seattle. Clumsy connection to Seattle. Must take shuttle to Cle Elementary, then get on airport. Also can't get to Yakima or tri-cities and Ellensburg.	Northwest and Link overlap service on the Chelan route on Highway 97A. However Link transports short distance intercity riders and Northwest takes riders that are going farther than Chelan. Link service is much less expensive than Northwest.

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QUAD: Lincoln Grant Adams Kittitas Counties City of Ellensburg	Don't know; most of the basic services are here in Ellensburg. Hospital transfers hospital patients to Yakima or Seattle. Some commuting issues.	General public D.A.R. Three weekday runs between Cle Elum/ Roslyn and Ellensburg. Goes to Yakima two times a month mostly for medical trips.	\$2 one-way	Yakima and Seattle; Union Gap next to Yakima.		Greyhound meets most needs, however service to Cle Elum from Ellensburg might be needed. New upscale development in CE will need workers who cannot afford to live there.	Passenger rail is always brought up as a possibility from the state level. Not aware that local people care.
HopeSource		All the major cities within the County. Goes north to Grand Coulee. Has vanpool program between Matawa and Ellensburg. People for People runs a daily bus to Wenatchee for cancer patients. Others can ride if room. 15 passenger vehicle usually averages about 5 riders a day.		WSU located in Ellensburg.	Connect at Ephrata with Amtrak Northwest and Greyhound, but not a lot of demand for Northwest in Ephrata so don't really coordinate schedules. Shares Amtrak stop with other services. C of C housed there, so good place.	Most pressing need is more frequent connection into Yakima. Has heard that 200-300 people a day commute between Yakima and Ellensburg. Would like to expand Cle Elum service frequency.	Goal to connect to Squalcomie Currently not getting any S.5311 funding but will apply for it. Ridership has increase 40 percent over same time last year. Working to develop a PTBA.
Grant Transit							Gambling Casino in Grand Coulee is major attractor. Grant Transit web site has links to all other transit agencies in state.
Yakima Transit		Pilot project: one bus to Selah-5 miles north. Ridership increasing every week. Started last June.		A lot of requests for service to Ellensburg. While he has not got any requests for Tri-Cities he believes a commuter bus would be well used.	Go to the airport half hour service; connect with PJP Prosser connector; Connection between services is well used.	Service to Ellensburg to college. Regional service serves upper valley. Union Gap, surrounding Paris Heights. Only have sales tax within City. Would like to connect to Tri-cities in the middle Sunny Side or any where along the I-82 corridor. Has not had a chance to talk about this with Ben Franklin. Immediate goal to expand in own area and then expand Ellensburg, 45 miles away.	Union Gap has asked for that service and pay for it out of their general fund. Hourly service 8 hours a day MF. Still in planning stages. Big business Park in UG pushing for this.

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<i>Ben Franklin</i>		<p>Major trunk lines connect all Pasco Kennewick Richland; Other services also connect to Prosser. Walla and Tri cities-Pasco. Providing space at a terminal for the Pasco-WW connection-Grapeline.</p> <p>Finley in Denton County SE of Kennewick joined the district and so now provide timed DAR-6 trips that come into Tri-Cities from Finley. Contracted with taxi for this service.</p>	<p>Prosser service \$1.50 one-way.</p>	<p>Portland and Seattle are both three hours by car.</p>	<p>Stops at Amtrak station, but train goes by after service ends. Serve airport and community college right next to it.</p>	<p>Franklin County needs more rural services-Connell. Corrections Center in Connell-No service to there. A few vanpools but that's it. Started some service in Prosser but ridership too low.</p> <p>Some time in the future Umatilla and Hermiston.</p>	<p>Someday eastern Washington should connect to each other. Grant and Link should look at connecting service. Better frequency and weekend service from tri-cities and Yakima and later Moses Lake and Grant. Okay with Grapeline providing that service. If there were quality issues they might want to step in. Tri-cities to Yakima-PP-and that service needs improvement-more money. If service improves, demand will increase. Ability to meet the schedule is somewhat spotty. Coming from Yakima through valley with all the little towns, it's hard to meet schedules.</p>
<i>Valley Transit (Walla Walla)</i>		<p>Service within Walla Walla.</p>		<p>WW is hub. Three colleges WWCC, WWC and Whitmann, Washington State Penitentiary.</p>	<p>Connects with Grapeline. Milton Freewater (OR) transit comes into WW and coordinates with VT. Both these services use the VT transit center.</p>	<p>Grapeline model is adequate for needs. Once get to Tri-cities can hook into national system. Grapeline needs to do a better job marketing service.</p>	<p>Valley Transit web site has information about intercity services that connect with it.</p>
<b>Southwest Washington Regional Transportation Commission</b>	<p>Very important; part of larger Portland area. Congestion; getting into Portland and getting around Clark County. Last fall, C-tran tax passed providing service for people into outlying area. GH has become less important, less visible. They have cut so much service that it's not as useful as it once was.</p>		<p>Vancouver to Portland, Skamania to Vancouver.</p>		<p>Skamania and Klickitat Counties are working with Wasco and Hood River Counties OR to coordinate services. They have published a brochure describing services. Would like to be able to communicate while vehicles are on road, but need grant to do that. Need additional funding to continue efforts for call center.</p>	<p>No one is meeting the needs that Greyhound once served. If you want to travel from a small town to another small town it can't be done. Definitely people need that service, but the economics of scale are why GH can't provide that service.</p>	<p>Studies: Columbia River crossing study; looking at public transportation High capacity transit study early 2006. Services in Klickitat and Skamania are very grant dependent. WSDOT with consolidated grant process has really helped rural cities.</p>
<i>C-Tran</i>		<p>Connects with Portland and will begin serving North County. North County Connector provides the Cities of La Center, Ridgefield, Battle Ground, &amp; Town of Yacolt with DAR &amp; regular stop service within city limits and connects to Vancouver.</p>	<p>\$2.25 one-way fare from north Clark County to Vancouver.</p>		<p>Connect with GH, connect to Amtrak but don't go to airport. Have requests for commuter service at airport. Looking at pros and cons of that.</p>	<p>Growing concern to the east because of congestion. Emerging problem is Battleground; isolated, as county grows that is going to be a problem area. Longview may need a bigger bus in the future.</p>	

Skamania County Senior Services	Importance	Service	Fare	Travel Patterns	Connections	Unmet Needs	Comments
Mount Adams Transportation Services		Connects Skamania County with C-Tran, Fisher's Landing. Three trips weekdays. Over 1,000 riders a month. Currently only providing DAR services. These include trips to Hood River, Dalles, and Toppenish. Biggest demand is from Goldendale to White Salmon. Semi scheduled status for some trips from White Salmon to Hood River.	One-way fare 50 cents  \$13 to Yakima \$6 to HR round trip			Number one need is connection to Hood River. Number 2 need is from Goldendale to Yakima or to Toppenish. Toppenish is headquarters of Yakima Nation and large number of Yakima live outside Goldendale in Georgeville.	Issue about bridge toll. Is it possible that WSDOT could work out deals with Ports to eliminate or reduce toll for transit?  If Oregon could connect between Dalles and Hood River, that would help.
Cowlitz- Wahkiakum Council of Governments Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum Counties	Very important to rural counties who need to get to I-5 with loss of Greyhound. Communities have met needs and are providing a range of intercity services.				Services are working together to coordinate schedules and provide connected service.	Missing connection to Astoria. Also need improved rural to urban services. In Centralia, buses stop on the street near Amtrak but not enough room to stop there.	
CUBS (Longview Kelso)		Connects Longview and Kelso.			In Kelso goes to Amtrak station.	Lexington area needs service.	
Pacific Transit		Service runs from Aberdeen to Ilwaco and connects north to Raymond and south to Astoria OR from Ilwaco. Service connects Ilwaco to Oysterville.	50 cents			Meeting needs.	
Wahkiakum County Health		Provides rural to urban service to Cathlamet, Mon, & Fri. and Fri. connects to Pacific Transit then travels to Longview. Connect with bus station in Kelso so they connect with services and intercity. Tues-Wed Thurs. local service. With new vehicle will do multiple runs each day into Longview				Cover more of rural areas. More direct service into Astoria.	
Twin Transit		Connects Centralia and Chehalis.		Olympia, Seattle and Tacoma.	Amtrak station in Centralia is major transfer point for region. Connects with Greyhound, Amtrak also local intercity service north and south and east-west.	While transfer point is next to Amtrak, there is not enough room for buses. Ideally, would have a transit station.	TT plans to take over Lewis MT service; seek annexation to fund service out to east county and also to connect with Peell due west of Centralia going to the coast.

Lewis Mountain Transit	Importance	Service	Fare	Travel Patterns	Connections	Unmet Needs	Comments
		Two routes: from Packwood to Morton to Centralia/Chehalis; From Morton to Pierce Transit in Elk Plain. Timed for transfer in Morton from Packwood. Both routes- 3 runs a day. Into Centralia about 1,000 riders a month. Into Elk Plain 112 riders a month. This route started in December.	\$2.00 one-way		Packwood route connects with TT at Amtrak station; schedules are coordinated. Also stops at Greyhound. Elk Plain coordinates with Pierce Transit.	With these two services needs are being met. With additional funds they would add Saturday service back again. Stopped in wake of 1695.	TT is considering expanding boundaries of benefits area to include east county. Would take over this service if that passes.
Grays Harbor Transit Authority		Go to Olympia connect with Intercity Transit at their station. Go to Centralia 2 times a week. Connect with other services at Amtrak.	\$2.00 to go from Aberdeen to Olympia		Connect in Centralia with Amtrak and Greyhound. Connect in Aberdeen with Pacific Transit.	Meeting needs.	
Lower Columbia Community Action Council (CAT)		Service connects Tumwater and Longview 2x a day weekdays and once on Saturdays. They just started service to Tumwater about 6 months ago. Also connects Longview and Clark County ago. SB ridership 600 a month. Northbound 300. Major stops are Longview and Salmon Creek. Ridership passing thru 40% from jails prisons etc. 10-15% college students. 15% commuters; rest mix of seniors; and others going for recreation.	\$1.00 students rider free		Connection service to the C-Tran system in Vancouver (WA) at Salmon Creek), to the CUBS transit system in Longview, and with the Twin Transit system at Wal-Mart in Chehalis. They also stop at Amtrak in Centralia. They don't coordinate schedules. TT and IT run frequently enough that they don't need to. Problems coordinating with CUBS since CAT service runs earlier in morning and later in afternoon.	Service into Lexington, an unincorporated area that is growing.	
Thurston RPC	Quite important-some of the changes in GH have hurt people in the rural areas. GH used a lot by students; provided an option to get home for rural kids.	Have funded through JARC and Rural Resources; Rochester, Tenino, Buchoda into IT and Chehalis service area to connect. DAR- primarily for special needs/low Income.			Rural to urban service. Tenino, Bucoda, both of the Indian reservations, Chehalis and Nisqually. The Nisqually has outside contractor that connects them with IT system. Deviated FR with reservation loop and connections into IT.	Rural to urban service. Tenino, Bucoda, both of the Indian reservations, Chehalis and Nisqually. The Nisqually has outside contractor that connects them with IT system. Deviated FR with reservation loop and connections into IT.	About connections and trip planner rather than new programs. Difficult to find out how to get from one community to other.

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<i>Intercity Transit</i>		Go to Lakewood and Tacoma-30 miles Using newer vehicles that will slow baggage above. Mason Transit and Grays Harbor come into Olympia Transit Center.	Express service between Olympia and Tacoma-\$2.00 one-way.		Amtrak and Sounder as well as Greyhound in Tacoma. Coordinate with Grays Harbor and Mason in Olympia. Lower Columbia service connects in Tumwater.		Less expensive to ride public systems into Sound transit than to use Greyhound.  GH has been trying to give up its terminal in Olympia. Has approached IT to use its terminal. Numerous conversations, but has not pursued it.
<b>Puget Sound Regional Council: King, Kitsap, Pierce, and Snohomish Counties</b>	Have not spoken with any one there.						
<i>Everett Transit</i>		Maryville to Everett Community College. ET also meets the Mukilteo Ferry.			Coordinates at Everett Station with CT, Sound, Amtrak. Also coordinates schedules and will share facilities with Mukilteo ferry.	Meets are met. Major train station in north end. Still a major GH stop and a quick shuttle stop that links V/An BC with Seattle. Seattle Sound transit service going to 30 minutes.	Waiting to hear on funding proposal to link Island and Skagit transit down to Everett Station to hook up with the Sound Transit. This is the recognized critical link to go from Vancouver to Vancouver.
<i>Community Transit</i>		CT made up of 19 jurisdictions. All but 2 have FR. Connect all those communities. Commuter service peak hour direction to Seattle UW and Edmonds Overlake area.	Commuter: \$3.00 North/east commuter \$3.55		Connect with Mukilteo ferry. Connect with Everett Transit, GH, Sound and Amtrak at Everett station; Island transit in Stanwood. Meet Metro in Bothell and Shoreline. Stop near Amtrak downtown near King Station.  To coordinate schedules meet at least once a year with ferry; meet with Metro Sound transit and Pierce to coordinate schedules in and out of King County. Talk with Everett.	Meeting needs. Have been operating inter-county services for 20 years. With creation of Sound Transit doubled the number of hours between Snohomish and Seattle.  Weak links in sound transit services is suburb to suburb system; have to travel out of direction and pulse.	Mukilteo (120 M in hand) is building a new facility that will have a transit center adjacent to it. Will be used by CT and ET.  Park and rides are jammed; it has become a problem.
<b>Island RTPO</b>	Critical. State highways in Whidbey area require concurrency therefore we have to get people to leave cars on island when they	New service is up and running connecting Island Skagit and Whatcom Counties. Got funding for two year project; all transit		Camano Island is commuter. Big destinations are Everett Boeing Plant, Naval facility on Whidbey Island, Seattle or Everett for		One unmet need is connection to Everett.	Interested in connecting with rail and ferry; ferry big issue. This is model for regional intercity transit services.

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<b>Skagit RTPO</b>	<p>take ferries. For example, Mukilteo can only carry 137 cars therefore gets congested.</p> <p>Very important; obviously demand that wasn't being met. Mix of mostly students and commuters but more than that as well.</p>	<p>in three counties are working together.</p>		<p>Mount Vernon to Bellingham to University and Mount Vernon to Boeing and to Sounder at Everett Station.</p>		<p>Demand for additional service-more of the same; also existing route is not as streamlined as it could be. Concerned that ridership is not being tracked. May need additional service now a transfer required; so students may not choose transit. Transfer at Bellingham for students.</p> <p>Largest employer Boeing in Everett; need service to Everett and Boeing.</p>	<p>Would like to get rail system starting up in Bellingham. Will have serious congestion when Everett HOV starts construction. Interest from the legislature.</p> <p>Some discussion about north-south ferry service. High speed ferries traveling north south on the sound. Not likely to work that well.</p> <p>Costs are too high; infrastructure would be difficult.</p>
<i>Island Transit</i>		<p>As part of County Connector, Island transports people from Whidbey and from Camano Islands to Mount Vernon. 150-200 riders from Whidbey and 80 from Camano a day.</p>	<p>No fare for any service</p>	<p>Camano Island big connection to Everett and Seattle</p> <p>Whidbey going to Bellingham, Seattle and Mt Vernon.</p>	<p>Schedules for tri-county service are based on ferry schedules. Share facilities at Keystone and Mukilteo ferries and Skagit station.</p>	<p>Need more Amtrak rail that connects Seattle and BC and BRT for buses.</p> <p>Skagit station to Sounder and Camano Island to Sounder at Everett Station.</p> <p>Waiting to hear about grant request.</p>	<p>Would be great to have bus only lane road off Camano Island- Like at Mukilteo.</p> <p>Would like to have a communication system with airport so they can pick up people to connect with airport.</p> <p>Intercity transit services need grants to make it. Can not support themselves.</p> <p>Web site provides web addresses of connecting services.</p>
<i>Skagit Transit (SKAT)</i>							
<b>Whatcom County</b>	<p>Vital because must give people travel options for work or other reasons; not everyone can afford a car or it isn't good. People have to get to urban from rural; it's a big issue.</p>			<p>Bellingham and Fairhaven</p>		<p>Ferry service is thin; no scheduled WA ferry; only private ferries. Doing a study to see if they need more ferry service between Friday H and Bellingham.</p> <p>Airport-thin service- only 6 arrivals.</p>	<p>Intermodal Connections and Commuter study.</p> <p>WCOG.ORG</p> <p><i>Lack of transportation redundancy within the I-5 corridor makes it imperative that we expand our commitment to Class I rail as</i></p>

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<p><i>Whatcom Transit Authority (WTA)</i></p>		<p>Between Bellingham and Mt Vernon. Needs state funding to continue. Carrying 200 + passengers a day. 60% Skagit coming to Whatcom. Make 8 round trips a day. Share service provision with SKAT.</p> <p>Flex routes on Mt Baker Highway connects Kendall and Deming with Bellingham. Have 5 trips a day.</p> <p>Regular hourly service connecting larger communities. Express service connecting Blaine to</p>	<p>50 cents</p>	<p>Seattle, Everett Boeing; quite a few vanpools to there; some go to Skagit Valley Community College. Commuters from BC to Whatcom and visa versa .5 Million people crowded up against the border in BC going down to Bellingham. Coming from Skagit and BC Western Washington University.</p>	<p>Intermodal hub in south Bellingham: Facility owned by port of Bellingham. Greyhound and Whatcom and Amtrak connect there. Also connect with Ferry to Gooseberry Point on Lummi Island. Also connect with private airporter to SEA TAC.</p>	<p>Service to some of smaller cities; Blaine Linden and parts of rural birch bay- populous for a rural area.</p> <p>Question about service connections to Vancouver BC. There is a border stakeholder group and one issue is cross border transit; can't get across the border.</p>	<p><i>an alternative to increasingly crowded highways ... regional rail service linking Bellingham commuters with Sounder service in Everett is not only feasible, but likely and is quite beneficial to an existing travel demand.</i></p> <p><i>Study explored the demand and feasibility of a new proposal: a passenger-only ferry system for North Puget Sound. Study proposed two primary routes utilizing five vessels for weekday service: one route connecting Bellingham with Friday Harbor, and another connecting Bellingham, La Conner, Oak Harbor and Mukilteo. The proposed secondary routes include a San Juan Circulator, a Bellingham-Gooseberry Point-Point Roberts-Blaine route, as well as a Mukilteo-Edmonds-Seattle route.</i></p>
						<p>Needs are being met except for connection into BC.</p>	<p>While private sector has a clear role in intercity transit services WTA has an agreement with union that it can only contract out peak hour express service. The County Connector offers more than just peak hour service. If WTA has peak hour express services will look to private contractor. If within their service area WTA should oversee the service.</p> <p>WTA website provides route map and addresses for connecting services.</p>

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<p>Very important; general managers are members of RTPO. All transit agencies have made agreements to assure coverage. Intercity and rural connections. Port Angeles to Aberdeen for example.</p>	<p>Bellingham. New commuter service connecting Birch Bay to Bellingham.  Just started passenger ferry service between Friday harbor and Bellingham with state grant. Passenger ferry service at intermodal facility.</p>		<p>Port Angeles to ferry terminals. 11 percent are crossing the bridge to go to medical appointments. Other destinations are Bremerton and ship yards. Hood Canal Bridge to get to ferries.</p>		<p>While there is good coverage, direct access and special needs are issues.</p>	<p>Poulsbo Councilor wants a Maglev to get to 305 and Bainbridge ferry terminal.</p>
<p><b>Peninsula RTPO; Clallam, Jefferson, Kitsap, and Mason Counties</b></p>	<p>Connects Port Townsend to Poulsbo; PT to Sequim; PT to south part of Jefferson. Each route provides connections to other services. In Poulsbo connect to Seattle; Sequim, major links to PA, Bremerton service connects with Mason service. Connecting service to Port Townsend Whidbey Island Ferry. Have service on the west end/ Forks to Amanda. JT is only transit to cross Hood Canal.</p>	<p>\$1.25 one-way</p>	<p>Port Townsend-Poulsbo: Taking people to Poulsbo to go to airport; have an early morning transfer so JT made arrangements with hotel at reduced rate for transit users. People are taking advantage of this. Rooms are constantly booked with users.</p>	<p>Connects with ferry service to Whidbey Island; indirectly to Poulsbo. They use Kitsap transit station in Poulsbo and Clallam County transfer station in Sequim.  Tries to coordinate schedules but doesn't always work. This is a problem for JT.</p>	<p>Direct foot ferry from Port Townsend to Seattle. High end direct service to SEA TAC.</p>	<p>Problem with FTA charter regs; wants to be able to provide that service.  JT has talked about being lead agency for service from Port Angeles to Seattle.  Web site describes connecting services and gives web addresses.</p>
<p><i>Clallam Transit</i></p>	<p>Connect to Sequim and Forks from Port Angeles. Runs from Forks to Neah Bay and La Push. Also provides rural to urban services.</p>			<p>Connects with Victoria ferry service in PA, in Sequim with JT into Port T. In PA does airport once an hour. Deviated to airport on demand.  Does coordinate schedules with JT. Right now they are well coordinated.</p>	<p>There is existing service by Olympic, but it provides basic FR service to Seattle and SeaTac. Provider that went out of business was more door-to-door. DOT held a public hearing on that issue. At that time there was an outcry that there was void, but there hasn't been much follow-up.</p>	<p>Could be interested in feeder service or intercity service. Lots of areas, there is question about who should be providing. There are areas where people are not served. Who if anyone is obligated to provide this service.</p>
<p><i>Kitsap Transi</i></p>	<p>Local, publicly-owned, passenger-only ferry between Bremerton, Port</p>			<p>Kitsap Transit coordinates extensively with the Washington State Ferries</p>	<p>Carboats reaching capacity. In Kingston 3-400 people need service so they don't</p>	<p>Would like to take over passenger ferries from Kitsap to Seattle. Just small</p>

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	<p>Orchard, and Annapolis.</p> <p>Two rural intercity routes (Poulsbo/Silverdale and Poulsbo/Bainbridge Island).</p> <p>One rural intercity route (Poulsbo/Kingston).</p> <p>Ten rural commuter routes (Bainbridge Island, Poulsbo/Kingston, Silverdale/Bainbridge Island).</p>			<p>(WSF) and provides service, particularly at peak hour, to all WSF terminals—Southworth, Bremerton, Bainbridge Island and Kingston—in Kitsap County. Kitsap Transit buses, especially at peak hour, meet and wait for ferry landings.</p> <p>Kitsap Transit also meets and assists, through public-private Joint Development Agreements, two privately-operated cross-sound passenger-only ferry (POF) service providers; Kitsap Ferry Company ferries foot passengers between Bremerton and Seattle and Aqua Express runs a foot ferry between Kingston (in north Kitsap County) and downtown Seattle.</p> <p>Kitsap Transit connects with Pierce Transit at the Purdy Park and Ride Lot, Jefferson Transit at the Poulsbo Transfer Center, and Mason County Transportation Authority at the West Bremerton Transfer Center.</p>	<p>have to trek to Winslow. Ferry system wants those people and their revenue. Kingston service goes to Edmonds. Need ferry service from Kingston straight to Seattle.</p>	<p>passenger only ferries. Working toward a separate pot of money for small passenger ferries. Ferries need about 20 percent operating subsidy.</p>