Washington State Department of Transportation

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
FERRIES DIVISION

FINAL LONG-RANGE PLAN

APPENDIX E
AGENCY AND STAKEHOLDER COMMENTS ON DRAFT PLAN

TOWN OF VIEW ROYAL
45 View Royal Avenue, Victoria, B.C., Canada V9B 1A6
Tel: (250) 479-6800 • Fax: (250) 727-9551
e-mail: info@town.viewroyal.bc.ca

Washington State Ferries
Attention: Mr. David Moseley (moseled@wsdot.wa.gov)

January 21, 2009

Dear Sir,

RE: Washington State Ferries Long-Range Plan, December 2008

I am writing on behalf of the Council of the Town of View Royal to appeal to Washington State Ferries and the Washington State Legislature not to follow through with the cancellation of the international ferry service between Anacortes Washington and Sidney, British Columbia. We would like to add our voice to the vigorous campaign to preserve this important marine link between our countries.

In our view, there are a number of compelling points to be made to defend retention of the service:

- There is strong evidence that the economic harm to Washington State and the key stakeholders in the northern Puget Sound area would significantly outweigh the alleged savings (reference the Hovee report of July 2007).

- Although a detailed analysis has not been undertaken on the Canadian side, it would be logical to assume that similar economic benefits from the service apply to Sidney and the Capital Regional District.

- Ridership could be significantly boosted by a meaningful marketing campaign directed at the "tourism-in-your-own-backyard" trend as well as traditional international and domestic tourism markets.

- While difficult to quantify, there is deep meaning and significant value to the connection between Anacortes and Sidney, in a cultural, historical and social context. The Sister City relationship is a clear expression of the importance of the relationship to both communities.

Being in the local government business, we are sensitive to the need to examine every opportunity to improve efficiency and effectiveness in our operations and capital programming. We understand the objective of the Washington State ferry

Recycled Paper

system in this regard. However, it is our strong belief that the Anacortes/Sidney service is, in fact, a net fiscal gain for the State of Washington. We also believe that there are values to this important connection that cannot be measured by dollars and cents.

It is our sincere wish that the Anacortes/Sidney ferry service is retained, for now, and long into the future.

Thank you for you consideration.

Sincerely,

TOWN OF VIEW ROYAL

Graham Hill, Mayor

Saanich Peninsula Chamber of Commerce
The Voice of Business

#201 - 2453 Beacon Avenue
Sidney, British Columbia V8L 1X7
Phone: 250-656-3616
Fax: 250-656-7111
Email: eleddy@peninsulachamber.ca
Web: www.peninsulachamber.ca

January 20, 2009

Mr. David Moseley
Washington State Ferries

Dear Mr. Moseley,

Re: Washington State Ferries Long Range Plan, December 2008

We are writing to appeal, on behalf of the Saanich Peninsula Chamber of Commerce and the business community of the Saanich Peninsula and Southern Vancouver Island, that Washington State Ferries set aside the proposed cancellation of the Sidney-Anacortes run at the end of the 2009 season.

The Sidney-Anacortes run is a vital link between Vancouver Island and Washington State. Visitors arriving from Anacortes inject millions of dollars, directly and indirectly, into the local, regional and Southern Vancouver Island economies annually. The implications of losing this revenue are staggering for business here.

In the summer of 2007, chamber executives from Skagit County, including Anacortes, converged on Sidney for a day of touring and information exchange. High on the agenda was the need to cross-promote between our two regions, with the goal of boosting both economies. Without the ferry run, opportunities for revenue generating cross-promotion disappear.

The arrival of the Anacortes ferry in Sidney every spring, marks the official beginning of the tourist season here and is cause for hope and celebration on this side of the border, owing to the economic benefits it brings to stakeholders in the town and the region. The highly active and visible Sidney Sister Cities association organizes a welcoming party to mark the occasion.

Cutting the ferry run would mean a significant loss in tourism revenue for Sidney, the Saanich Peninsula and Southern Vancouver Island. It would also interrupt the close cultural bond that has formed between our two complementary regions.

We believe that retaining the Sidney-Anacortes run is in the best interests of Washington State, as well as our region, for now and for the future. Observers on this side will attest to the vehicle line-ups, city blocks long, twice daily, at the ferry terminal: destination the San Juans and Anacortes. A recent ridership forecast for the ferry run estimated a net gain for Sidney of 78% over the next 20 years. We are hopeful that, for all of these good reasons, including the information contained in the Hovee Report, that the Sidney-Anacortes run can be retained.

Thank you.

Sincerely,

Eileen Leddy
Executive Director

CITY OF COLWOOD

3300 Wishart Road, Colwood, B.C. V9C 1R1
www.colwood.ca

(250) 478-5541 – Administration/ CAO
(250) 478-5999 – Bylaw Enforcement/Building
(250) 478-5999 – Engineering
(250) 478-5530 – Finance & Property Taxes
(250) 478-8321 – Fire Department
(250) 478-5590 – Planning & Zoning
(250) 474-4133 – Public Works Yard
(250) 478-7516 – Facsimile
mayorsaunders@telus.net mayor@colwood.ca

January 21, 2009

Washington State Ferries:

Sent Via Email: moseled@wsdot.wa.gov

Attention: Mr. David Moseley

Washington State Ferries Long-Range Plan, December 2008

I am writing to appeal to the Washington State Ferries and the Washington State Legislature to not follow through with cancellation of the international ferry service between Anacortes Washington and Sidney, British Columbia. The City of Colwood would like to add its voice to the vigorous campaign to preserve this important marine link between our countries.

We support the position of the Town of Sidney, and many other agencies, in their view that a number of compelling reasons exist to defend retention of the service:

1. There is strong evidence that the economic harm to Washington State and the key stakeholders in the northern Puget Sound area would significantly outweigh the alleged savings (Hovee Report of July 2007).

2. A detailed analysis has not been undertaken on the Canadian side, yet it would be logical to assume that similar economic benefits from the service apply to Sidney and the entire Capital Regional District.

3. Ridership could be significantly improved by a meaningful marketing campaign directed at the "tourism-in-your-own-backyard" trend as well as traditional international and domestic tourism markets. A coordinated marketing program through a consortium of stakeholders on both sides of the service would accomplish this.

4. An assessment of departure and arrival times for all terminals could vastly improve ridership. A schedule that requires travellers to leave a terminal late one day, stay overnight, and return first thing the next morning is not attractive to travellers – they are left with little time to enjoy their destination.

5. The significant value to the connection between Anacortes and Sidney is difficult to quantify. In a cultural, historical and social context it is nothing less

than priceless. The Sister City relationship is a clear expression of the importance of the relationship between these communities. In these times, living in a world facing significant hardship and unrest, we should do all we can to encourage and strengthen our relationships.

We are all in the local governance business and we are keenly aware of the need to examine every opportunity to improve efficiency and effectiveness in our operations and capital programming. We understand the objective of the Washington State ferry system in this regard, but it is still our belief that this service is a net fiscal gain for the State of Washington. We also believe there are value to this important connection that cannot be measured by dollars and cents. When considering any of the services we provide, and the costs associated with operating those services, we must also consider the *desires* of the community as well. The ferry system is a community service that allows communities from different countries establish and build friendship and business relationships that strengthen both our economies and provide immeasurable benefits to the personal well-being of all our citizens.

It is our sincere wish that the Anacortes / Sidney ferry service be retained for the valuable service and important link it provides to the people of the United States of America and Canada – and it should remain in service long into the future.

Thank you for your consideration.

Sincerely,

Corporate Officer

for David Saunders,
Mayor, City of Colwood

cc: Mayor Dean Maxwell, City of Anacortes – dean@cityofanacortes.org
Mr. Duane Clark, Save Our Ferry - dclark@capsantecourt.com
Honourable Gary Lunn, MP - lunnmp@garylunn.com
Honourable Murray Coell, MLA - murray.coell.mla@leg.bc.ca
Saanich Peninsula Chamber of Commerce – eleddy@peninsulachamber.ca
Sidney Business Association - manager@sidneybusiness.ca
Tourism Victoria - kelsi.woodward@tourismvictoria.com

21 January, 2009

TO: Washington State Ferries Planning Division
FROM: Preston Schiller, preston.schiller@wwu.edu, Transit Coordinator, North Sound Connecting Communities Project (NSCCP or "Farmhouse Gang")
ATTN: Joy Goldenberg, Ray Deardorf (wsfplanning@wsdot.wa.gov)
RE: Comments on transit-related matters in the Washington State Department of Transportation Ferries Division Draft Long-Range Plan, December 2008
cc/Bruce Agnew (Cascadia Center), Liz Illg (Town of Friday Harbor), Bill Watson (SJI-EDC), Shannon Wilbur (San Juan Co. Public Works)

There is considerable attention in this plan to the need and prospects for improving the linkages between WSF and local transit services as well as making terminal improvements to facilitate better transit and pedestrian access and rider information about transportation options at terminals.

The purpose of this brief communication is to make you aware of the interest of the NSCCP in these and related matters, especially in regards to the Anacortes WSF Terminal and the potential for improved connections between it and the Amtrak services at Skagit Station in Mount Vernon. Part of the mission of the NSCCP is to promote public transportation, improved traveler information, and improved intermodal connections in the North Sound region.

We note that although there are many references to improving transit connections to WSF services, and improving some WSF facilities in order to better accommodate transit and walk-ons, there are no specific plans for improving either at Anacortes WSF or the San Juan Islands terminals. We believe that more attention should be given to the specifics of improving these matters in regards to the latter-mentioned facilities.

The NSCCP has worked with WSF, Skagit Transit, Whatcom Transportation Authority, Island Transit, Everett Station, and the Whatcom Council of Governments in the development of improved traveler information and displays at key regional intermodal facilities. (see http://wcog.org/Completed-Projects/Kiosk-Project/266.aspx) A facility-by-facility description of our installations and remaining issues is available from me at my e-mail address above.

We have also been engaged over several years in discussions about improved transit connections at both ends of the Anacortes-San Juan Islands ferry services. At present, and partly as a result of the San Juan Transportation Summit of September 2008, there is renewed interest in this matter.

We are also exploring ideas about how a service connecting Skagit Station and Anacortes-WSF might better connect these facilities. At present there are several services, public and private, between these facilities, although none is direct or seamless or integrated with the schedule of the other. There are many challenges in offering a direct and seamless connection and we shall analyze these as well as offer suggestions in a forthcoming white paper. We will also be discussing these matters at an upcoming NSCCP Rail-Transit committee and San Juan Islands sub-committee meeting in early March. We shall keep you informed of the details of the report and the meetings in the hope that representatives from the WSF will participate and that our efforts will hopefully help your planning efforts.

The Corporation of the District of Central Saanich

January 21, 2009 File No. 0220-01

Washington State Ferries

Attention: Mr. David Moseley
moseled@wsdot.wa.gov

Dear Mr. Moseley:

Re: Washington State Ferries Long-Range Plan, December 2008

I am writing to appeal to Washington State Ferries and the Washington State Legislature not to follow through with cancellation of the international ferry service between Anacortes, Washington and Sidney, British Columbia. We would like to add our voice to the vigorous campaign to preserve this important marine link between our countries.

In our view there are a number of compelling points to be made to defend retention of the service:

- There is strong evidence that the economic harm to Washington State and the key stakeholders in the northern Puget Sound area would significantly outweigh the alleged savings (reference the Hovee report of July 2007).

- Although a detailed analysis has not been undertaken on the Canadian side, it would be logical to assume that similar economic benefits from the service apply to Sidney and the Capital Regional District.

- Ridership could be significantly boosted by a meaningful marketing campaign directed at the "tourism-in-your-own-backyard" trend as well as traditional international and domestic tourism markets.

- While difficult to quantify, there is deep meaning and significant value to the connection between Anacortes and Sidney, in a cultural, historical, and social context. The Sister City relationship is a clear expression of the importance of the relationship to both communities.

Being in the local governance business, we are sensitive to the need to examine every opportunity to improve efficiency and effectiveness in our operations and capital programming. We understand the objective of the Washington State ferry system in this regard. However, it is our strong belief that the Anacortes / Sidney service is, in fact, a net fiscal gain for the State of Washington. We also believe that there are values to this important connection that cannot be measured by dollars and cents.

.../2

1903 Mount Newton Cross Road, Saanichton, B.C. V8M 2A9
Phone: (250) 652-4444 Fax: (250) 652-0135

It is our sincere wish that the Anacortes / Sidney ferry service is retained, for now, and long into the future.

Thank you for your consideration.

Yours truly,

Jack Mar

Jack Mar
Mayor

C: Mayor Dean Maxwell, City of Anacortes
Duane Clark, Save Our Ferry
Honourable Gary Lunn, M.P.
Honourable Murray Coell, M.L.A.
Saanich Peninsula Chamber of Commerce
Sidney Business Association
Tourism Victoria
Town of Sidney

DISTRICT OF HIGHLANDS

January 20, 2009

File: 1415 - 20

VIA EMAIL: (moseled@wsdot.wa.gov)

Transportation Building
Washington State Department of Transportation
310 Maple Park Avenue SE, PO Box 47300
Olympia WA 98504-7300

Attention: Mr. David Moseley

Dear Sir:

Re: Washington State Ferries Long-Range Plan, December 2008

I am writing to appeal to Washington State Ferries and the Washington State Legislature not to follow through with cancellation of the international ferry service between Anacortes Washington and Sidney British Columbia. We would like to add our voice to the vigorous campaign to preserve this important marine link between our countries.

This ferry service provides tangible net mutual benefits to the communities it serves, fiscally and otherwise. Surely it will be more difficult to re-establish this important and valued service in the future should it be discontinued now.

It is our sincere wish that this service be retained for now and long into the future.

Sincerely,

DISTRICT OF HIGHLANDS

Jane Mendum,
Mayor

c: Mayor Dean Maxwell, City of Anacortes
Duane Clark, Save Our Ferry
Honourable Gary Lunn, M.P.
Murray Coell, MLA
Saanich Peninsula Chamber of Commerce
Sidney Business Association
Tourism Victoria

1980 Millstream Road, Victoria, British Columbia V9B 6H1
Tel: (250) 474-1773 Fax: (250) 474-3677 Web: www.highlands.ca

TOWN OF SIDNEY

2440 Sidney Avenue, Sidney, British Columbia V8L 1Y7
Phone: (250) 656-1184 Fax: (250) 655-4508
email: townhall@sidney.ca Website: www.sidney.ca

Office of the Mayor Tel: (250) 656-1139 Fax: (250) 656-7056

January 9, 2009

Washington State Ferries
Attention: Mr. David Moseley (moseled@wsdot.wa.gov)

Dear Sir:

Re: Washington State Ferries Long-Range Plan – December 2008

I am writing to appeal to Washington State Ferries and the Washington State Legislature not to follow through with cancellation of the international ferry service between Anacortes, Washington and Sidney, British Columbia. We would like to add our voice to the vigorous campaign to preserve this important marine link between our countries.

In our view there are a number of compelling points to be made to defend retention of the service:

- There is strong evidence that the economic harm to Washington State and the key stakeholders in the northern Puget Sound area would significantly outweigh the alleged savings (reference the Hovee report of July 2007).

- Although a detailed analysis has not been undertaken on the Canadian side, it would be logical to assume that similar economic benefits from the service apply to Sidney and the Capital Regional District.

- Ridership could be significantly boosted by a meaningful marketing campaign directed at the "tourism-in-your-own-backyard" trend as well as traditional international and domestic tourism markets. I would personally rally support for a coordinated marketing program through a consortium of stakeholders, on both sides of the service.

- While difficult to quantify, there is deep meaning and significant value to the connection between Anacortes and Sidney, in a cultural, historical and social context. The Sister City relationship is a clear expression of the importance of the relationship to both communities.

Being in the local governance business, we are sensitive to the need to examine every opportunity to improve efficiency and effectiveness in our operations and capital programming. We understand the objective of the Washington State ferry system in this regard. However, it is our strong belief that the Anacortes / Sidney service is, in fact, a net fiscal gain for the State of Washington. We also believe that there are values to this important connection that cannot be measured by dollars and cents.

It is our sincere wish that the Anacortes / Sidney ferry service is retained, for now, and long into the future.

Thank you for your consideration.

Sincerely,

Larry Cross
MAYOR

c: Mayor Dean Maxwell, City of Anacortes
Honourable Gary Lunn, M.P.
Honourable Murray Coell, M.L.A.
Tourism Victoria
Duane Clark, Save Our Ferry
Saanich Peninsula Chamber of Commerce
Sidney Business Association

MAYOR'S OFFICE
CITY OF LANGFORD
2nd Floor, 877 Goldstream Ave
Langford, BC
V9B 2X8

City of Langford

Administration & Finance
Tel: (250) 478-7882
Fax: (250) 478-7864
Website: cityoflangford.ca

January 20, 2009

File No. 0400-50/SID

Washington State Ferries
Attention: Mr. David Moseley
VIA E-MAIL: moseled@wsdot.wa.gov

Dear Sir:

Re: Washington State Ferries Long-Range Plan, December 2008

I am writing to appeal to Washington State Ferries and the Washington State Legislature not to follow through with cancellation of the international ferry service between Anacortes Washington and Sidney British Columbia. We would like to add our voice to the vigorous campaign to preserve this important marine link between our countries.

In our view there are a number of compelling points to be made to defend retention of the service:

- There is strong evidence that the economic harm to Washington State and the key stakeholders in the northern Puget Sound area would significantly outweigh the alleged savings (reference the Hovee report of July 2007).

- Although a detailed analysis has not been undertaken on the Canadian side, it would be logical to assume that similar economic benefits from the service apply to Sidney and the Capital Regional District.

- Ridership could be significantly boosted by a meaningful marketing campaign directed at the "tourism-in-your-own-backyard" trend as well as traditional international and domestic tourism markets. I would personally rally support for a coordinated marketing program through a consortium of stakeholders, on both sides of the service.

- While difficult to quantify, there is deep meaning and significant value to the connection between Anacortes and Sidney, in a cultural, historical and social context. The Sister City relationship is a clear expression of the importance of the relationship to both communities.

Being in the local government business, we are sensitive to the need to examine every opportunity to improve efficiency and effectiveness in our operations and capital programming. We understand the objective of the Washington State ferry system in this regard. However, it is

our strong belief that the Anacortes / Sidney service is, in fact, a net fiscal gain for the State of Washington. We also believe that there are values to this important connection that cannot be measured by dollars and cents.

It is our sincere wish that the Anacortes / Sidney ferry service is retained, for now, and long into the future.

Thank you for your consideration.

Sincerely,

Stewart Young
Mayor

cc: Mayor Dean Maxwell, City of Anacortes (dean@cityofanacortes.org)
Duane Clarke, Save our Ferry (clark@capsantecourt.com)
Hon. Gary Lunn, M.P. (lunnmp@garylunn.com)
Hon. Murray Coell, M.L.A. (muray.coell.mla@leg.bc.ca)
Saanich Peninsula Chamber of Commerce (eleddy@peninsulachamber.ca)
Sidney Business Association (manager@sidneybusiness.ca)
Tourism Victoria (kelsi.woodward@ourismvictoria.com)

TOURISM VICTORIA

January 20, 2009

Washington State Ferries
Attention: Mr. David Moseley
moseled@wsdot.wa.gov

Dear Mr. Moseley:

Re: Washington State Ferries Long-Range Plan

Tourism Victoria strongly opposes the proposed elimination of the international ferry service between Anacortes, Washington and Sidney, British Columbia with the Washington State Ferries company.

With the 2010 Olympic and Paralympic Winter Games approaching, WSF would do better to consider *expanding* ferry service to Sidney, a key transfer point to Vancouver, or even permanently restoring the service.

Ridership could be significantly boosted by a meaningful marketing campaign directed at the "tourism-in-your-own-backyard" trend as well as traditional international and domestic tourism markets.

Losing the Anacortes/Sidney Ferry run will have a huge economic impact on Anacortes and the surrounding counties (Skagit, Whatcom, Island, San Juan, Snohomish, and Sidney, BC). The annual impact is $1.3 million in local taxes, 1470 jobs, $30 million in payroll, and $126 million in spending. *(See Independent Hovee Report)*

Mr. Moseley, I am aware that you have received a number of letters outlining the economic and other relevant impacts of eliminating this service and therefore will not re-state them here. However, our uncertain economic times are indeed the worst time to make "superficial" budget line item cuts. The short-term potential gain will certainly have much graver consequences to the mid and long term future of our regions. I urge you to reconsider the unnecessary and potential negative effects this cancellation will have on Anacortes and the surrounding communities as well as Sidney and Greater Victoria, British Columbia. With the information contained in the Hovee Report, the fiscal gain for the State of Washington is evident.

2009 is a year for leadership and courage. This is an opportunity to display vision and work together and Tourism Victoria sincerely hopes that all parties involved in this decision embrace this and do what is right.

We therefore strongly support the retention and enhancement of the Anacortes/Sidney ferry service for now, and long into the future.

Thank you for your consideration.

Sincerely,

Rob Gialloreto
President & CEO, Tourism Victoria

cc: 10th Legislative District
Senator & Representatives
40th Legislative District
Senator & Representatives
1st, 21st, 38th, 39th, 44th Legislative Districts
Senators & Representatives
Paula Hammond, WSDOT
Mitch Everton, Anacortes Chamber of Commerce
Don Wick, EDASC
Mayor Dean Maxwell, City of Anacortes
Duane Clark, Save Our Ferry
Hon. Gary Lunn, M.P.
Hon. Murray Coell, M.L.A.
Saanich Peninsula Chamber of Commerce
Mayor Larry Cross, City of Sidney, BC
Sidney Business Association
Bob Hyde, Port of Anacortes
Tourism Victoria Board of Directors

District of Sooke
Incorporated December 7, 1999

2205 Otter Point Road, Sooke, British Columbia, Canada V9Z 1J2

Phone: (250) 642-1634 • **Fax:** (250) 642-0541 • **Email:** info@sooke.ca • **Website:** www.sooke.ca

January 19, 2009

File No. 0470

VIA EMAIL: moseled@wsdot.wa.gov

Mr. David Moseley
Washington State Ferries

Dear Sir:

Re: Washington State Ferries Long-Range Plan, December 2008

I am writing to appeal to Washington State Ferries and the Washington State Legislature not to follow through with cancellation of the international ferry service between Anacortes, Washington and Sidney, British Columbia. We would like to add our voice to the vigorous campaign to preserve this important marine link between our countries.

In our view there are a number of compelling points to be made to defend retention of the service:

- There is strong evidence that the economic harm to Washington State and the key stakeholders in the northern Puget Sound area would significantly outweigh the alleged savings (reference the Hovee report of July 2007);

- Although a detailed analysis has not been undertaken on the Canadian side, it would be logical to assume that similar economic benefits from the service apply to Sidney and the Capital Regional District;

- Ridership could be significantly boosted by a meaningful marketing campaign directed at the "tourism-in-your-own-backyard" trend as well as traditional international and domestic tourism markets. I would personally rally support for a coordinated marketing program through a consortium of stakeholders, on both sides of the service;

- While difficult to quantify, there is deep meaning and significant value to the connection between Anacortes and Sidney, in a cultural, historical and social context. The Sister City relationship is a clear expression of the importance of the relationship to both communities.

Being in the local governance business, we are sensitive to the need to examine every opportunity to improve efficiency and effectiveness in our operations and capital programming. We understand the objective of the Washington State ferry system in this regard. However, it is our strong belief that the Anacortes/Sidney ferry service is, in fact, a net fiscal gain for the State of Washington. We also believe that there are values to this important connection that cannot be measured by dollars and cents.

It is our sincere wish that the Anacortes/Sidney ferry service be retained, for now, and long into the future.

Thank you for your consideration.

Sincerely,

Sheila Beech

Sheila Beech
Acting Mayor

cc. Mayor Larry Cross, Sidney
Mayor Dean Maxwell, City of Anacortes
Duane Clark, Save Our Ferry
Sidney Business Association
Hon. Gary Lunn, M.P.
Hon. Murray Coell, M.L.A.
Saanich Peninsula Chamber of Commerce
Tourism Victoria

Community Development Office

Visit the LARGEST summer street market in British Columbia.

Every Thursday evening in *Sidney...by the sea.*

Proud Supporter of:

The Peninsula Celebrations Society

Sidney
...by the sea
Sister Cities Association

Community Arts Council of the Saanich Peninsula
Serving Sidney, North Saanich & Central Saanich

Community Safety Policing

Mary Winspear Centre
Conference, Special Events and Live Theatre

2281 Beacon Avenue
Sidney, BC, V8L 5J6
Phone: 250-655-6417
Fax: 250-656-4368
info@sidneybusiness.ca
www.sidneybusiness.ca

Sidney BY THE SEA

BUSINESS ASSOCIATION

January 19, 2009

Mr. David Moseley,
Washington State Ferries

Re: Closure of the Anacortes/Sidney ferry run.

Dear Mr. Moseley,

The members of the Sidney Business Association wish to convey our gravest concern regarding the plan to consider eliminating the Anacortes/Sidney ferry run as of September, 2009.

This run has been in effect since 1951 and provides a valuable transportation link between the two countries. While we can understand the tight financial situation the WSF finds itself in, there are several economic factors that would escalate the financial decline in that area. We note that there would be a overall job loss of 1.470 jobs relating to the elimination of the ferry operation and this would have a serious economic impact on the Puget Sound area. The retail sales and service segment would be seriously impacted as a negative result of the loss of tourist dollars thereby causing more unemployment and a tremendous loss of tax revenue. We understand that a recent survey has shown that 91% of all residents in the region have used the ferries and 95% of Puget Sound residents responded that the ferries are very important with voter support at 70% in favor of continuing the ferry run.

It would certainly curtail if not totally eliminate the ongoing cultural relationship that has developed between Anacortes and the Sidney sister city committees.

We feel strongly that the elimination of the Anacortes/Sidney run will have a long term devastating economical and cultural effect on the two cities and we formerly request that you implement Plan A of your Draft Long –Range Plan whereby the WSF continues to operate and maintain the current service level of the Anacortes/Sidney ferry run. There are many economic, cultural and international reasons to keep this run operating and we urge you to consider those factors when considering your plan of action

We thank you for your consideration of this appeal.

Marie Rosko, President
Sidney Business Association.

Generating new business for your Business

PENINSULA Gallery

January 20, 2009

Mr David Moseley
Assistant Secretary for the Ferries Division
Washington State Department of Transportation
PO Box 47300
Olympia WA 98504-7300

Dear Mr Mosley,

Re: Anacortes- Sidney ferry

It was a shock to hear that Governor Gregoire has proposed eliminating the Anacortes-Sidney ferry route in the 2009-2011 biennium budget. I appeal to you to do all in your power to ensure that this important international ferry route continues to operate. This route provides approximately 1,470 jobs within the Northern Puget Sound region (Island, San Juan, Skagit, Snohomish, and Whatcom counties.)

There is over $30 million in annual payroll and nearly $126 million in annual spending that is directly and indirectly associated with this ferry service. In these uncertain economic times, every effort must be made to support the jobs that already exist. The spiraling negative effects of the job losses cannot be calculated.

In 2006, approximately 131,600 passengers rode the Anacortes to Sidney, BC ferry. Excluding the 17% of riders within the inter-islands, fully 83% (109,000 net passengers) traveled the full distance.

The State of Washington receives $4.6 million a year in taxes related to the ferry run. Local jurisdictions collect $1.3 million in tax receipts annually. This means approximately $45 in tax revenue per rider.

As well, the friendly cultural link between the USA & Canada and the sister city relationship between Anacortes & Sidney has been nurtured by this link. Our own business has enjoyed the visits of many ferry passengers over the years. With the approach of the 2010 Olympics, we hope many more visitors will include a trip to Vancouver Island via the Anacortes ferry. There are numerous positive effects from this ferry service

Please do all you can to keep this ferry route running. Many, many people (& their families) who depend on it for their living will be grateful voters in the years ahead.

Sincerely,

Larry & Gillian Hanlon

100 - 2506 Beacon Avenue Sidney, B.C. Canada V8L 1Y2
Phone: (250) 655-1722 Fax: (250) 655-1232

SENATE DEMOCRATS

WASHINGTON STATE

Sen-Elect Kevin Ranker
Statement in support of the Anacortes/Sidney Ferry

It is critical that we maintain the Anacortes/Sydney Ferry run because of the very serious economic impacts and job loss that would result from this cut. Ferries play a vital role in our regional economy as part of our state highway system.

A recent study conducted by E.D. Hovee & Company on behalf of the Economic Development Association of Skagit County found that ferries are vital to the economies of the communities that they serve, and the Sidney route is particularly important for tourism access both to Vancouver Island, B.C. and the Northern Puget Sound region, including Skagit County. Even a partial elimination of ferry service on the Anacortes-Sidney route would threaten thousands of jobs in the five counties of the Northern Puget Sound Region, impact up to $30 million in payrolls and as much as $126 million in related spending, and reduce state and local revenues that are generated by related economic activity. Further, the elimination of this run one year before the 2010 Olympics in BC is unrealistic as we expect an upwards of tens of thousands of visitors generating millions of dollars in revenue in the coming year.

As a member of the Senate Transportation Committee, one of my priorities will be to clarify that ferries are essential to the economic and community health of our region and that they deserve the full support of the Legislature. And, as someone with first-hand knowledge of how important these ferry runs are to the communities that rely on them, I will be doing everything I can to support the Anacortes/Sidney Ferry and ensure its continued presence as a valuable economic stimulus to our region.

RESOLUTION NO. 04 – 2009

A RESOLUTION EXPRESSING THE CITY'S SUPPORT FOR THE CONTINUED OPERATION OF THE INTERNATIONAL FERRY RUN.

WHEREAS, the international ferry run between Anacortes and Sidney, B.C. has been in existence for many years providing this key transportation route which is a convenient and vital linkage between Vancouver Island and Washington State. In a recently published study by E. D. Hovee and Company, LLC, the analysis indicated that the following economic and fiscal benefits can be attributed to the international run:

- In 2006, approximately 131,600 passengers rode the Anacortes to Sidney, BC ferry. Excluding the 17% of riders within the inter-islands, fully 83% (109,000 net passengers) traveled the full distance.

- Approximately 1,470 jobs with over $30 million in annual payroll and nearly $126 million in annual spending are directly and indirectly associated with this ferry service within the Northern Puget Sound region (Island, San Juan, Skagit, Snohomish, and Whatcom counties.)

- The State of Washington receives $4.6 million a year in taxes related to the ferry run. Local jurisdictions collect $1.3 million in tax receipts annually. This equates to approximately $45 per rider; and

WHEREAS, The international run generated $126 million to the economies of Skagit, Island, San Juan, Whatcom and Snohomish counties in 2006, according to a study commissioned by the Economic Development Association of Skagit County; and

WHEREAS, the Governor, in her 2009-2011 biennium budget, has proposed eliminating the international ferry run, for a projected savings of $9.2 million; and

WHEREAS, the international ferry run facilitates tourism in Skagit County, benefitting the residents and businesses of Burlington and the entire community;

NOW, THERFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BURLINGTON, WASHINGTON AS FOLLOWS:

That the City Council of the City of Burlington strongly encourages the state legislature and the Washington State Ferries to continue operation of the international ferry run.

Adopted this 22nd day of January, 2009

Edward J. Brunz

Edward J. Brunz, Mayor

Testimony from Bainbridge

Comments regarding WSF Long Range Draft Plan A & B

ESHB 2358 stated that WSF shall develop fare and pricing policies that: "consider the impacts on users, capacity, and local communities". Without data from the economic analysis impact study, WSF cannot make sound decisions about the fate and subsequent impacts.

Presenting Plan B on the same day that Ferry Policy Committee was disbanded was pretty much pulling the voicebox out of the throats of our representatives who were there to speak and advocate on the behalf of ferry-served communities. They were disbanded before they could review, question, and comment on it. WSF did not speak with Ferry Advisory Committees or local officials and representatives in developing or reviewing of Plan B. Plan B is a non starter and should be flat out rejected by every ferry-served community.

Let's focus on creating a Plan C – Citizen's Common Cents

1. First, make a commitment to fund the system after all efforts for efficiencies have been implemented.

This biannual scramble for funding has got to stop. Do the mountain passes have to scramble for funding of snow plows to keep the mountain passes clear each budget cycle? Is 520 looking at closing down two lanes to reduce ~~its highway~~ its O.K. costs? Stop treating the marine highway & mass transit system as an oddity of WSDOT. Put funding in the budget. create "cost savings"

2. Look for cuts in the system.

WSF overhead should be immediately cut before the legislature even thinks about reaching into our wallets again.

The system has not changed drastically the number of crew, service, and boats in over 30 years. What has changed drastically is the amount of WSF administration - 5 times what it was! So at a minimum, we should be asking for 25% reduction in WSF headquarters. Use the money saved to build more flexible fleet of ferries.

Regrettably the legislature sent WSF on a path of having to find its own money to float the system - thus 80% fare increases in 6 years and the rush to figure out how to raise more money - become landlords, collect rents from franchise (Starbucks, MacDonalds, etc), sell advertisement, get more money out of users! Legislature should take responsibility of restoring funding in the budget.

3. Build boats not terminals.

Stop the nonsense of the expensive terminal expansions and improvements!

Terminals should be nothing more than glorified bus stops - shelter and spaces to pass through on the way to your destination. We don't want high end shops, hotels, and

restaurant/coffee franchises at the ferry terminals...we want people to go to our towns to visit, shop, and buy from our mom and pop locally owned stores. Build boats not Terminals! The old terminal's were built like bomb shelters – built to last.

4. Have contracts for the life cycle of the vessels.

All new vessels should have build/maintain bidding contracts.

Now that we don't have steel electrics that needed hand-crafted parts and wood shop repairs - downsize the maintenance yard or better get rid of it and contract out maintenance as the majority is now already being done elsewhere. Todd Shipyard Dakota, Edmonds.
currently

How is it that WSDOT spends $21 million a year maintaining 946 buildings and WSF is going to spend $22 million for one maintenance yard operation in Eagle Harbor? And why is Eagle Harbor Maintenance yard budgeted into the future up to $90 million dollars? That money could build two new boats! Is there something outrageous about this sort of spending? Is there room for cutting expenses?

5. Change law requiring ferries to be built only in Washington.

Common sense would say - repeal the law that requires ferries be built in Washington only. Previous ferries were built at $220 K per vehicle space. The recent ONE BID ONLY came in at $1.5 million per vehicle space – 7 TIMES THE COST! With the new US administration talking about creating jobs for infrastructure - with the build only in Washington law we will not qualify for those federal funds.

6. Finally, increase the WSF portion of the gas tax from 1/2 a cent to 1.5 cents.

Citizens' Common Cents.

Debbi Lester
Ferry Community Partnership
Bainrbidge Island member

J07

These are Doug Rauh's comments on the WSF 2009 Long Range Plan.

The WSF 2009 Long Range Plan does not meet the goals of the WSF customers or the financial goals of th Legislature.
I will address the things I believe need to be changed in order to meet the Legislature and customer goals.

The very first step that is needed is for WSF to change WSF policies that will improve the systems efficiency, reduce its expenses and make the commute easier for the customers.

- **(no fee) Reservation System accessible by phone or computer.**
  Page 53 current vehicle queuing process is inefficient and would cost about $1,000,000,000 to upgrade all the holding areas.
  A reservation system would accomplish the same thing for approximately $42,000,000.
  Page 54 "How do customers deal with the loss of spontaneity?" Use the Tacoma Narrows Bridge or Walk on.

- **Charge vehicles per linear foot of deck space used**. The Appendix on Strategies did not indorse this idea. The reason given was no benefit to WSF and to hard for the customer to change to shorter vehicles. The US Census indicates that a large portion of West Sound residents have 2, 3 or more vehicles. I have assumed the vehicles vary in length. If WSF provided the incentive the customers would provide the shorter vehicles thus providing additional deck space on each run that can be sold to other customers and reduce the potential for an over load where vehicles must be left at the dock.
  Page 61 "a small car discount would target a very small portion of total riders."
  Bad assumption. Look at the US Census. Most West Sound residents have 2+ vehicles. All it would take to get someone to use the shortest vehicle is for WSF to charge by the linear deck space used.
  The current **WSF policy** actually gives a discount to the longer vehicle because all vehicles under 20 feet pay exactly the same price.
  Page 62 "

- **All variations on vehicle fares should be eliminated for all vehicles with more than 2 wheels.**
  Charge strictly by the per foot length of deck space used.

- **Remove the vehicle over height charge.**
  A vehicle with a bicycle on it's roof will be charged a double vehicle fare per WSF pricing policy.
  A bicycle rack on the back of vehicle use 3 or more feet of deck space and save 50% on the vehicle fare.
  A MarkII has approximately 4,400 linear feet of vehicle deck space.
  The MarkII's final cost to the state was well over $100,000,000 each for the current 208 (20') vehicle capacity.
  Therefore each foot of deck space cost the tax payers of Washington about $24,000.
  During route overload periods please maximize the use of deck space.

- **Implement a fuel surcharge** to help mitigate the volatility in fuel prices.

Note: When WSF purchased the MarkII's Caterpillar Marine won the Life Cycle Cost bid. Then the Legislature change the bidding process to Low Cost bid. The only other bidder Siemens Marine than won the bid. The Life Cycle Cost bid analysis indicated the Siemens engines would use $48,000,000 more fuel over the 40 year life analysis period than the Caterpillar Marine engines. The Legislature moved a Capital Cost to an Operation Cost. Operational costs are paid for by fare box recovery. W should do a lot more to educate the Legislature on how to lower WSF customer expenses. The bid analysis did not consider $140 per barrel oil, so the fuel difference may be much larger due to the recent Diesel fuel increases.

- **State publicly how the vehicle boats are to be categorized.**
  Are ferries highways, mass transit, floating bridges or some combination.
  Treat the ferries equally financially according to their categorization.
  If a land bus gets a subsidy than a marine bus should get the same subsidy.
  If a bridge (floating or suspension) gets a certain percentage of funds than a floating bridge (aka ferry) should get the same funding.
  As a highway of Statewide significance ferries highways should be in line for the same money as highways built on land.

- **Put one MarkII on Bremerton, Bainbridge, and Kingston routes.**
  Assign any additional capacity as needed on those 3 routes.

- **Change the current WSF model of two ferries per route to 3 or more ferries per route.**
  This will reduce the land side infrastructure problems caused by the 10 to 1 compression of the demand caused by WSF offloading 60 minutes of vehicles in about 6 minutes on to the land side transportation system.
  This also reduces the impact of a breakdown from the current 50% lose of capacity to a 33% lose of capacity with 3 boats.
  A side benefit of shutting a boat down during light demand periods.
  The time between boats is reduced by at least one third or 20 minutes on the Bremerton run.

- **Build lighter boats by using aluminum instead of steel.**
  The MarkII boats were built with 900 tons more steel than the Jumbo's.
  If the average vehicle weighted 3,000 pounds than 900 tons is equal to approximately 600 vehicles.
  Thus when a Mark II with a empty car deck is heavier than a Jumbo with 3 loads of vehicles.
  Every MarkII must push the empty weight of a Jumbo + 3 additional loads of cars every time it crosses the Sound.
  Let's change ferry boat construction from steel to aluminum.

- **SR-305 needs the Red Light Runner program installed on all the Traffic Signals on Bainbridge Island because of the traffic surges caused by WSF.**

- **Foss Tug built a Green Tug.** I would like to see WSF review the Foss Tug design for possible ideas that could benefit WSF. See Foss Maritime Company Hybrid Tug Boat 10:20am presentation at the Washington State Transportation Commission Jan 13, 2009.

- **Stop using Bremerton as the operational relieve boat for the other routes.**

When a route loses a boat that route takes the hit.

- **Collect passenger tolls only on one side of a route.** Appendix indicated manual toll process was a restriction to rapid boat turn around. Suggested hiring addition toll collectors, putting two toll booths in a row, and stop selling tickets at the toll booth to speed the tolling process.

- **Round round-trip passenger fares to the nearest dollar for faster cash transactions.**

- **Integrate intelligent automation throughout the WSF system.**

- **Work with WSDOT to mitigate the traffic compression caused by using Ferries as cross Sound Highway Bridges by implementing an Intelligent Transportation System on SR-305.**
  Sensors should be used to monitor SR-305 and the local cross traffic for load changes. When the ferry offload occurs SR-305 should be treated like a railroad track and the offloading vehicles like a train. The first mile of more of vehicles should get a solid green until the first major break in traffic. If there is no waiting cross traffic than the traffic signals should stay green until all the ferry vehicles have passed as determined by real time sensors.

- **The new traffic signal on SR-305 at the Bainbridge Island WSF Toll slows down the offload of the ferry.**
  Currently WSF directs all passengers to the North side of SR-305 than WSDOT directs them to the South side of SR-305 using a new $300,000 traffic signal. A better option would have been to allow WSF passengers to unload to the South side of SR-305.

- **The Coleman Dock turnstiles are to close together to allow passage of wheeled bags** which are used extensively on the Bainbridge route.
  The turnstiles are to close to the access point to the gangway .
  This does not allow any pre-ticketing until after the completion of the unload.
  Thus only allowing less then 10 minutes to process up to 2,000 customers.
  This puts undue stress on the customers.
  The barcode readers with the wider separation and plastic doors that open sideways works better than the three pronged people pokers.

- **The Coleman Dock turnstiles would work more efficiently if they were located back closer to the manned ticket booth.**
  There are two sets of turnstiles at Coleman, one for Bremerton and one for Bainbridge.
  If the turnstiles were located by the ticket booth only one set of turnstiles would have been necessary to process both
  Bremerton and Bainbridge.

- **Put bar code above an below fold line on on-line passenger tickets.**
  This would allow WSF passenger customers to insert the folded bar coded 8x11 paper either way and still get a successful read. The current single barcode is an inefficient way to process that form and effects tourist, senior citizens and anyone familiar with the system but not paying attention thus slowing down the bar code reading process.

- **Use an email Bar Code sent to a Cell Phone as the WSF Boarding pass.**

Telecommunication bandwidth is increasing to a point where audio anywhere is expected. Video display, conferencing and even holographic displays are possible. As the mobile and conferencing becomes faster and easier telecommunication will replace some cross Sound ferry trips.

The **volatility of fuel prices** will affect home buying decisions. In the near term the lower prices of hon in the West Sound has been canceled out by the higher ferry fares coupled with the uncertainty of future route schedules and reliability.

Per January 5, 2009 Aviation Week & Space Technology "In the next two decades, almost 80 million Americans will become eligible for Social Security **retirement** benefits at a rate of more than 10,000 a day – seven Boomers every minute." This will change the WSF customer base.

The **business model** has changed from the post World War II model of (8 to 5) 5 days a week at one location to a much more flexible work environment. The biggest impediment to the change has been the upper and middle managers. This recession has flushed most of them right out of the work. Expect more business models like American, Jet Blue and Southwest Airlines. All have used data processing to reduce the actual cost of operating an airline. American allows customers to use their cell phone to display a barcode as the boarding pass (no paper). How long before WSF would try this. Are the WSF bar code readers capable of process cell phone bar codes? Jet Blue has the reservation workers working from home. All of them all the time. Southwest made history by staying in the black by hedging future fuel purchases.

Many of WSF customers use the system to get to **medical treatment** that is only available on the East Side. As the West Sound grows more medical treatment is being offered on the West Sound. Within less than the time frame of this Long Range Plan the West Sound will have most of the treatments the Easters Sound has.

Many of WSF customers use the system to access **Aviation Infrastructure** or **SeaTac**. If the next Regional Airport is built on the West Sound many of those customers will no longer cross the Sound only to access aviation infrastructure.

Many of WSF customers are going to **Cultural events**. With the reduced schedule the number of individuals who can afford to stay overnight in Seattle or drive around after the event will be greatly reduced.

With the sale of Puget Sound **Energy** to Macquarie the price of electrical energy will be going up substantially. This will affect business type and location. Fewer businesses locating or staying in the Puget Sound means fewer WSF trips.

Originally people worried that WSF would take business from the **Tacoma Narrow Bridge**. Who would have predicted the substantial increase in fare would force those that can to drive around using the TNB.

Tourism is a growing segment of the Washington economy. If WSF cuts the links like Port Townsend to Keystone and Sydney to Anacortes fewer tourist will want to use the system.

The lack of awareness as to what was available made me very upset with WSF.
It appeared to me that WSF and Kitsap Transit did not care about Bainbridge Island. Their only concern was could they get grant money from the feds. That is why you see New Jersey barrier along SR-305 across the Ravine. Those are the only New Jersey barriers on the Island and it appears to be just a WSDOT finger in your eye type of statement.

Repeatedly WSF and Kitsap Transit consultants have proposed routing bus uphill to East Winslow Way, turn left toward SR-305 then turn right on SR-305. Where do you get these designers? A much better solution would be to route all traffic down hill from the bus holding and parking garages. Hold all SR-305 access until the ferry is offloaded. Then let the buses access SR-305 followed by the cars from the parking lot. Keep all traffic signals green on SR-305 while the offloading traffic is clearing. Use ITS (Intelligent Traffic System) sensors to identify when the ferry traffic needs the green. Then hold the green until the traffic has cleared. This could take 6-8 minutes, but would ensure that the regional highway (SR-305) actually worked like a regional highway.
WSF should never propose to put truck access across the Ravine and next to the Bainbridge Island Water Front Park. Parks are sacred on Bainbridge.

WSF proposed building a 600 vehicle holding area next to the WSF Terminal on Bainbridge. Any vehicle that has to wait 3 or more boats is better off driving around. It would be cheaper and faster. WSF would have had to cut the trees between the WSF Maintenance Yard and the WSF Terminal. Next to parks, trees are Islanders most sacred objects. WSF should think long and hard before cutting trees.

- The 2009 WSF Long Range Plan proposes to put the largest share of its capacity at the only terminal you have to cross a bridge to get to and that bridge sits on top of the Seattle Fault Line (**earth quake**). The Puget Sound does have earth quakes so lets plan for them in the planning stage. Earthquakes can destroy anything so the best solution is to disperse the ferry capacity to multiple terminals. I like the idea of one MarkII at Bremerton, Bainbridge, and Kingston.

- Page 8 WSF Long Range Plan revenue for plan "A" $5,638,000,000.
  revenue for plan "B" $5,243,000,000.
  Difference **$ 395,000,000.**

  On a reasonableness factor this would rate as **not believable.**

- Page ES-9 "With a dedicated tax subsidies of almost $900 million over the 22 years, there would be an estimated tax subsidy **surplus in the operating account** of approximately $719 million, which would be available to."

  How do you convert Operational Funds into Capital Funds? Is this what other Mass Transit systems do? I do not like this mixing up of the funds. I get nervous that some of the money may get lost in the shuffle.
  It looks like the West Sound is paying an additional transportation tax so Seattle will be able to use more state funds for large Seattle projects.

- Page 30 WSF Long Range Plan Seattle-Bainbridge 2030 Vehicles 2,909,767.

MarkII max vehicles 202, 46 runs (23 each direction), 9,292 daily vehicle capacity, 3,391,580 annual vehicle capacity.
2,909,767 / 3,391,580 = **90% full all runs all year.**
This load factor is **not believable.**

- Page 32 WSF Long Range Plan **Westbound PM** Arrival Terminal **Bainbridge** Vehicles **Peak Hour** Year **2030= 604.**
  With two(2) MarkII's working this route each having a maximum Vehicle capacity of 202 and a 35 minute crossing time.
  You would need to dock 3 times in 60 minutes. If that is currently not possible how can it be possible in 2030?
  The 604 number is **not believable.**

- Page 33 **"Mukilteo-Clinton...a significant portion of its ridership is commuter-based."**
  Boeing moved their headquarters to Chicago. Boeing moved the 787 wing manufacturing to Japan. Boeing excess Renton facilities have been sold for condo's. Labor has struck Boeing the last two contracts. Boeing is preparing to build new assembly facilities outside of the Puget Sound Region, State, Country. The move will occur with the next launch the 797. The Mukilteo-Clinton route will see the commuter numbers shrink over the next 20 years.

- **Page 34 WSF Long Range Plan "The ridership projections used in this planning effort assume that recreational ridership will increase at the same rate as other ridership."**
  As the Baby Boomers retire the commuter ridership will reduce faster than other segments and the recreational ridership will increase faster than other segments.
  Bad assumption by WSF.

- **Page 38 WSF Long Range Plan "Seattle-Bainbridge was given a 2-boat-wait standard in order to equalize its overall average trip time with Seattle- Bremerton."**
  A regular uses of the Bainbridge and Bremerton route know it takes one hour to drive from Bremerton to Bainbridge. The total trip time from Bremerton thru Bainbridge to Seattle takes about 2 hours.
  The reason every one doe it is because the first boat of a two boat wait is always missing in Bremerton whereas you just might get on the first boat at Bainbridge. This is because Bainbridge has 23 departures compared to Bremerton's 14.
  The logic goes like this Bainbridge (~20,000) is half the size of Bremerton(~40,000) and the Bremerton boats(~100) are half the size of the Bainbridge boats(~200) plus the Bremerton boats run half(14) as often as Bainbridge(23).
  The result is the Bremerton area get less vehicle space per 1000 population than Bainbridge.
  For Bainbridge's 20,000+ population WSF provides 4,646 vehicle departure and arrival spaces.
  Bremerton's 40,000+ population gets (~2,000) vehicle departure and arrival spaces.
  The rule of thumb is Bremerton will only get one quarter of the service Bainbridge gets.
  WSF keeps switching boats on the Bremerton route so it is difficult to analyze the actual capacity.
  This uncertainty at Bremerton is another reason the West Sound population favors the Bainbridge route.

- **Page 41 WSF Long Range Plan "Exhibit 10 shows actual volume-to-capacity ratios - the percentage of vehicle space (capacity) on a vessel that is taken up by paying vehicles (volume)...".**
  How many non-paying vehicles are on the deck?

- **Page 47 WSF Long Range Plan "For all jurisdictions, except Whidbey Island, the ferry LOS standards do not have an impact on local growth management concurrency plans."**
  Why wouldn't the Growth Management Board review the lack of capacity on a state highway the same as lack of capacity on a county/city road.
  The Growth Management Board should review the WSF Long Range Plan for compliance.
  Bremerton has a new four lane divided highway to the WSF terminal, new terminal, new parking garage, new ferry exit tunnel, one quarter the capacity of Bainbridge and WSF is proposing cutting the capacity in half.
  Bainbridge will have a congested SR-305 from ferry traffic due to the boat size being mismatch with the land side vehicle capacity, old terminal, limited holding, no reservation system, mass transit cutting buses and service, WSF funneling Bremerton vehicles to Bainbridge while not using the new facilities in Bremerton, plus Bainbridge is the only West Sound terminal you have to use a bridge to get to and that bridge is on top of the Seattle Earthquake fault. WSF should just hope no one in either Bremerton or Bainbridge pushes the concurrency issue to the Growth Management Board.

- **Page 73 Where is the WSF Maintenance Yard preservation costs?**

- **Page 80 "The interlocking reasons for the declines in ridership from 2000 through 2006 (fare increases, increased telecommuting, rising gasoline prices, economic conditions, etc.)"**

  Baby Boomer retirement needs to be added to this list.

- **Page 83 "The most promising cross-sound candidate routes are:"**
  Bainbridge to Seattle was not listed yet that is probably one of the very best routes for passenger only service.
  Large base of customers with money that want to go to Seattle and do go to Seattle for business and pleasure.
  The trip would be around 12-15 minutes each way making a 30 minute round trip possible.
  3 passenger only boats could provide 10 to 15 minute departure time.
  WSF needs to save fuel cost one Mark II could removed from this route.
  Passenger only vessels could leave as soon as they are loaded or every 15 minutes which ever came first.
  Passenger only vessels could be shut down during low demand periods.
  Buses could pick up Island residents all day long on an on-demand versus routed service.
  During the 10-15 year Viaduct construction period Seattle would want WSF to deliver fewer vehicles to downtown Seattle.

- Page 91 **"a complimentary passenger-only system that would be funded at the regional level."**
  Sounds like an unfunded mandate to me. What will the state and regional level costs look like when combined.
  The constituents of the state and the constituents of the region are the same tax payers. Just setting up another set of books and building another layer of government does not reduce transportation expenses which should be our primary goal.

- Appendix D page 12 Bainbridge (2006) 2,950 (2030) 3,880

Bremerton (2006) 1,500 (2030) 1,740

Bainbridge increases 1,000 and Bremerton a quarter of that.

How many on the Bainbridge route would have used the Bremerton route if WSF had provided the service?

- Appendix D page 14 **Bremerton headway 75 minutes**
  24 hours times 60 minutes = 1,440 minutes.
  14 departures in 1,440 minutes = 103 minutes between departures in a day, not 75 minutes.

- Appendix D page 19 **30%** growth seems high. Did the peer review team include the Baby Boomer retirement, additional telecommunications, increased band width.

- Appendix D page 25 **The Bremerton Sunday peak period is 3-7pm while Bainbridge is 6:30-10:30pm.**
  Why not route some of the Bainbridge 7-10:30pm traffic to Bremerton?
  This would spread the load and reduce the wait time.

- Appendix D page 26 **"Recreational travel may not be as closely related to future land use as other discretionary and maintenance (or non-discretionary) trip purposes,"**

  Bad assumption. How did you confirm land use and WSF trips are related?

- Appendix E-4 Page **Increase Parking Capacity at Terminals** this strategy should not continue.
- Appendix E-4 Page 14 **Optimize Use of Electronic Fare Sytem (EFS)** yes continue.
- Appendix E-4 Page 20 **Fare Card Coordination - ferries and parking** WSF customers need real time on-line access to reserved parking before arriving at a terminal. If all parking is full the customer needs to know so they can drive on or park and take a bus.
- Appendix E-4 Page 26 **Round Trip Ticketing** yes continue.
- Appendix E-4 Page 29 **Tandem Ticketing** NO use automation correctly no more manual ticket processing.
- Appendix E-4 Page 32 **Link employee reviews to ticketing processing times** No the slow processing is in the application design not the toll booth operator. Fix the design. Do not eliminate auto level ticketing sales at terminals.
- Appendix E-4 Page 35 **Extended ferry schedule** yes continue
- Appendix E-4 Page 40 **Remote Ticketing** yes continue
- Appendix E-4 Page 43 **Re-orient Basic System Design** Yes Yes & Yes
- Appendix E-4 Page 49 **Reservation System** Yes and do not make it complicated, if you use license plates than allow a driver to enter multiple plates.
- Appendix E-4 Page 53 **Shared Parking** Yes WSF could make the **Eagle Harbor Maintenance Yard Parking Lot** available for a couple hundred vehicles.

Passenger

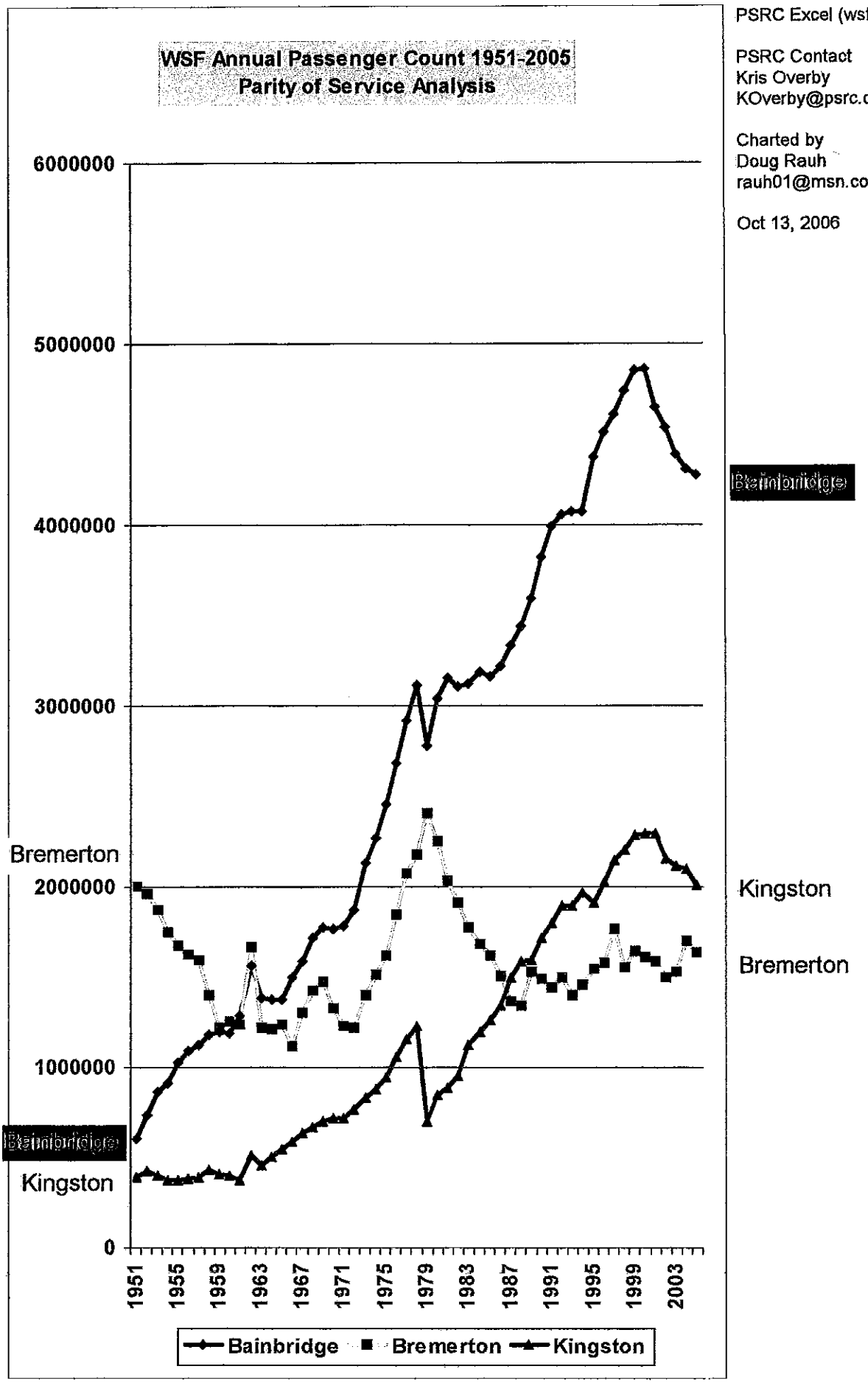
Puget Sound Regional Council
WSF Passenger Counts

PSRC Excel (wsf05.xls)

PSRC Contact
Kris Overby
KOverby@psrc.org

Charted by
Doug Rauh
rauh01@msn.com

Oct 13, 2006



Vehicle

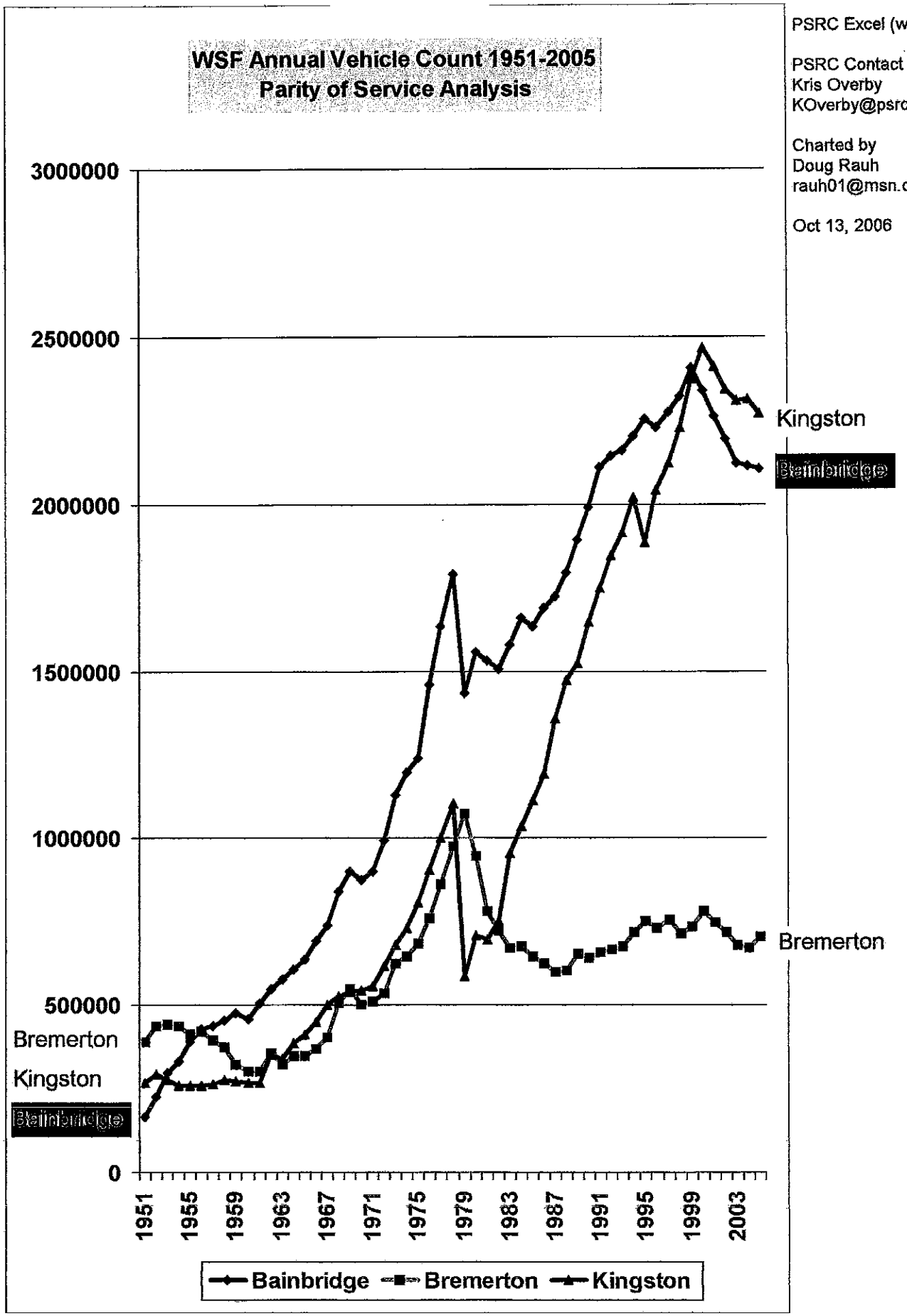
Puget Sound Regional Council
WSF Vehicle Counts

PSRC Excel (wsf05.xls)

PSRC Contact
Kris Overby
KOverby@psrc.org

Charted by
Doug Rauh
rauh01@msn.com

Oct 13, 2006



January 21, 2008
Written Comment on Draft Long-Range Plan

My name is Jane Crum, I live at 803 Merrill Pl W., Bremerton, WA 98312. I work for the City of Seattle and commute Monday through Friday. Thank you for the opportunity to comment on the WSF Draft Long-range Draft Plan.

Proposal B recommending one ferry on the Bremerton run and cutting night service; and reducing service to two ferries on the Southworth/Fauntleroy/Vashon run is incredibly unbelievable. These reductions in service would have devastating consequences on individuals, families, the community, environment, and economy of Kitsap County. The following bullets contain highlights of some of my thoughts:

- I moved to Bremerton in 2001 from Seattle to help my mother who had developed Alzheimer's disease. From personal experience, I know if you cut service to Bremerton the people who have responsibilities caring for young children, elderly parents, or ill loved ones will be in serious trouble. If this proposed cut had happened when Mom was living, I would have had to quit my job, or move my mother to Seattle, selling my house in Bremerton and relocating also.

- The ferry is a highway, another form of transportation. With all the transportation problems in Western Washington, taking away another form of transportation doesn't make sense. The volume of traffic will increase dramatically with people driving to Seattle, or driving to Bainbridge to try to catch a ferry there. And of course there is the return trip as well. This is counter to the state's commute trip reduction program. The Bremerton and Southworth runs cut down on use of congested roads.

- I'm reading the Title VI statement on WA State Depart. Of Transportation Ferries Division Draft Long-Range Plan: "...(WSDOT) assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services...." I think that the plan B discriminates against lower income communities. I don't see that plan B reduces service to Bainbridge, which is good, but why to the communities of Bremerton and Port Orchard, Southworth, Vashon? It is common opinion that our communities don't have as much clout or power as residents of Bainbridge.

- As service is reduced, the ridership will continue to decrease. It has decreased as your plan states over the past years because with less service, getting on the ferry is risky. The proposed reservation system again speaks to a class system, and those who ride the ferry less, or may need it for emergencies, or do not have a regular schedule may not be able to get on with their vehicle. If commuting on the ferry becomes too difficult, by foot, or by car, I may have to move to Seattle, or quit my job.

- As more people drive to Seattle because of the proposed poor ferry service, more goods and services will be purchased in Pierce and King Counties. Less revenue and less taxes for Kitsap County.

- How can the planners of Plan B be serious about Kitsap County supplying 2 or 3 foot ferries when Kitsap County is cutting bus service due to budget? The 9:50 p.m. bus meeting the 8:50 p.m. Bremerton ferry arrival will be

discontinued sometime in 2009 (I can't get the exact date, I've asked twice). Sunday bus service on Kitsap Transit will be discontinued, and the Access bus meeting the 4:50 a.m. ferry from Bremerton also. These are just the services in Bremerton that I know about. I often use Southworth ferry and Kitsap Transit, but I haven't zeroed in on those proposed reductions. If they can't keep adequate bus service, I don't see that they would have the money to operate a foot ferry system to Seattle

- Please consider all the times the Bremerton ferry is down due to maintenance problems, personnel scheduling mistakes, or ferry/dock collisions. What will we do without a second ferry to serve as transportation? And to top it off, there wouldn't be any extra capacity to pull ferries from other runs, and no back-up ferry.

- Is it lawful to cut off a community from viable transportation? It doesn't seem like it could be.

- I don't understand how Governor Gregoire or the Washington Department of Transportation Ferries Division could consider dismantling the ferry system that is the state's largest tourist attraction, and also the second largest transit system in Washington and the largest ferry system in the United States. "No matter how you look at it, a ferry is a beautiful way to go." It is, but for commuters, it is not a cruise. It is a practical, viable means of transportation that enables us to earn a living and return home to spend money on goods and services in Kitsap County, increasing tax revenue. For Washington residents and tourists from across the United States and other countries, it is a beautiful trip and access to the Kitsap and Olympic Peninsula. Again, is grievously weakening the ferry system the legacy Governor Gregoire and the JTC and Ferry Policy Subcommittee want?

- I have friends that ride the ferry just to have lunch at the beautiful Bremerton waterfront, and return to Seattle via the ferry. They will not be doing this if they can not be assured to return to Seattle on a convenient schedule. Bremerton and Kitsap County will go into a serious recession and will not be allowed to thrive if you cut off access to Kitsap Peninsula and surrounding counties.

- Has the Ferry Division re-fit the ferries with more fuel efficient engines? Has that been considered to save costs and make the older ferries more efficient?

- Has sharing a smaller ferry between Bremerton and Vashon/Southworth or Bainbridge runs at night or mid-day when car volume goes down been considered; keeping runs available, but smaller boats when there are less cars?

Thank you for considering these thoughts. I plead with you to take another look at your proposal B, and take into consideration the lives that would be negatively impacted or destroyed by your decision.

Sincerely,

Jane Crum

803 Merrill Pl. W.
Bremerton, Wa 98312

January 21, 2009

Marine Transportation Association of Kitsap
Comments on Washington State Ferries' Long Range Plan

The Marine Transportation Association of Kitsap (MTAK), formerly known as Sinclair Landing Association, is a not-for-profit corporation that is involved in the research and development of an environmentally-sensitive, high speed-low wake boat designed to successfully navigate Rich Passage. MTAK is also committed to pursuing passenger ferry service between Kitsap and King Counties. In existence for over a decade, MTAK served as a partner and funding conduit in the very successful public/private partnership for the Bremerton Transportation Center, now the best ferry terminal in the State of Washington.

MTAK is pleased to see the inclusion of passenger ferry service as part of WSF's vision for transporting Kitsap residents to their jobs, schools, health care, and recreation in Seattle and King County. The MTAK Board of Directors has long believed that high-speed, energy efficient passenger ferry service will be an integral part of connecting Puget Sound in the future and shaping the Kitsap economy. We encourage state, local and regional government to collaborate in the development of an integrated marine transportation solution, including the provision of a viable funding mechanism for the Puget Sound region.

Our concerns regarding this new long-range plan include:

1. The plan proposed by WSF substitutes passenger ferries for 50% of the commuter service from Bremerton to Seattle. The plan MTAK has been envisioning in recent years includes service that supplements WSF's service during the commute time, rather than replacing it. Passenger ferry service could provide service during off-peak hours, potentially providing operational savings to WSF.

2. MTAK is concerned about the timetable proposed for the implementation of passenger ferry service and the reduction of service in Plan B. History has demonstrated that there will be a need for some public funding for successful uninterrupted passenger service, and there is no funding plan for WSF's proposed model. The plan also calls for the local transit agencies to provide passenger ferry service, yet many operational details remain unclear, i.e., private sector involvement and governance of inter-county service. In order for passenger ferry service to be successfully implemented, a plan for an orderly transition will need to be developed.

MTAK stands ready to serve in any appropriate role, including assistance with the development of the fleet of boats that will be needed to provide service. In addition, we would welcome the opportunity to replicate a funding and planning model similar to that which we used in the development of the Bremerton Transportation Center.

Contact information:

Beverly Kincaid, President	(360) 895-1321
Carla Sawyer, Board Coordinator	(253) 756-1180
Joan Dingfield, Communication Chair	(360) 990-0475

Marine Transportation Association of Kitsap
P.O. Box 29 ~ Bremerton, Washington 98337
Website: www.MTAK.org

Board of Directors

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CITY OF BREMERTON
THE CITY OF PRIDE AND OPPORTUNITY
OFFICE OF MAYOR

Mayor Cary Bozeman

cbozeman@ci.bremerton.wa.us
Tel 360-473-5266
Fax 360-473-5883
345 6th Street, Suite 600
Bremerton, WA 98337-1873

January 21, 2009

David Moseley, Assistant Secretary
WSDOT Ferries Division
2901 3rd Avenue, Suite 500
Seattle WA 98121

Dear Mr. Moseley:

Below are my comments regarding the WSF Draft Long Range Plan that was released in December 2008.

Plan B is clearly unacceptable and the focus needs to be on improving Plan A or considering Plan C. Plan B is an abdication of a critical state role that has served as the life blood of the citizens and the economy of the West Sound and a vital support to the economy of King, Pierce and Snohomish Counties and their Cities for their employers and businesses. We need to be more creative and aggressive about finding ways to save money within the ferry system. We should focus on boats not terminals and reform some of our approaches around ferry design and purchasing to reduce the costs that are driving much of the project ferry capital shortfall. Rather than viewing passenger-only ferry service as a complement to the existing auto service and a means to improve the financial viability of the system, both Plans A and B assume that POF service should be a substitute for the auto ferries.

WSF is part of our State Highway system and must be funded as such: "WSF is an essential part of the highway network in western Washington. Its 200 miles of marine highway provide links between urban areas on the east side of Puget Sound, growing communities on the Kitsap Peninsula, and the more rural destinations on the Olympic Peninsula and the San Juan Islands" (Pg. 3). Ferries are our bridges and our roads and have always been considered by state law as a legitimate part of the highway system. However, this draft plan repeatedly makes a case to reduce the ferry system in order to protect funding for highways. A stated goal of "The Ferry Bill" ESHB 2358 was to keep costs as low as possible while continuously improving the quality and timeliness of services, the proposed Plan B dramatically decreases the quality of service. Our ferry system serves 23 million passengers annually and provides vital cross sound links between eight counties and Canada. Our state should not sacrifice one portion of Washington's highway system by abdicating state responsibility by shifting the responsibility to local jurisdictions, primarily Kitsap County. 95% of Puget Sound residents believe the ferry system is important. Cutting service is akin to closing down highways or only keeping our vital highway passes open during peak seasons.

I urge you to maintain the current level of service in our ferry system and begin a serious process of deciding how to adequately fund the system in the future.

Sincerely,

Cary Bozeman
Mayor

Amanda Callison
7312 N.E. North Shore Rd., Belfair, WA 98528

January 11, 2009

Ms. Joy Goldenberg
Washington State Ferries
2901 Third Avenue
Seattle, WA 98121

Dear Ms. Goldenberg,

Please improve the Washington State Ferry system's Draft Long-Range Plan (Plan B).

I have been a regular commuter on the Bremerton/Seattle ferry run for the past 2.5 years. As a daily commuter, I **depend on the current level of service** on this run to get to and from my job in Seattle. Due to my work schedule, I have no flexibility to take ferries other than 6:20 a.m. from Bremerton to Seattle and 5:30 p.m. from Seattle to Bremerton. A reduction of service on this run would force me to find alternative transportation.

At least 30 percent of your ferry riders are commuters, like myself. I believe commuters are the majority of those unable to adjust their schedules. A reduction of service could dramatically reduce ridership on this run, thus escalating the problem of low ridership.

I am skeptical of the proposal to rely on the counties to provide supplemental passenger-only ferries. Kitsap County attempted to assume responsibility for the Bremerton/Seattle passenger-only boats when the State cut that service. However, the county tax-payers refused. I don't believe those tax-payers have changed their minds.

We need more service, not less. Ferry ridership is expected to increase by 36 percent by 2030 (assuming current service levels). Therefore, it is unreasonable to cut service on our marine highway system. The Washington State Ferries are a lifeline connecting the communities on each side of the Puget Sound. The ferry system is as important as other highways and should be provided the same respect, funding, and level of service as the rest of Washington State's transportation system.

I believe the new Presidential administration provides an opportunity to increase funding. President-elect Obama wants to help stimulate the economy by improving the nation's transportation infrastructure. I urge you to take action to secure additional funding to expand and improve Puget Sound ferry service rather than to cut back.

If you make the mistake of reducing service now, it will become difficult to recover when more service is needed. Plan B is out of phase with reality.

Thank you for your consideration,

Amanda R. Callison

Amanda Callison
Daily Ferry Commuter

Response to Washington State Ferries Long-Range Plan
Written Comments from Joan Dingfield
Bremerton resident and commuter
January 8, 2009

In previous testimony during this process as a member of the Ferry Advisory Committee Executive Council, I stated that I was looking for courage. Today as a Bremerton commuter, I am returning to say that I am still looking for that courage.

This draft long-range plan put forth by Washington State Ferries is the last key milestone in the two-year ferry financing study. There has been a great deal of distrust expressed about the process, and I am not at all certain anything is going to come from the two years of work. I am concerned that the State will continue to cobble together some sort of program and that Plan A and Plan B somehow will get institutionalized for future action without more dialogue in a community-oriented public process.

So I again call for leadership and courage from Washington State Ferries management, labor, the Transportation Commission, the State Legislature, and the Governor and Transportation leadership. Each carries a role in orchestrating the final steps of this work, and the same public that supported change at the national level is looking for change at the state level.

Washington State Ferries management

I was dismayed at the definition of the core marine highway system. By taking the position of keeping some service on every existing route, you thwarted any creative approach to the design of transportation service and committed to spending hundreds of millions of dollars in your capital program on a plan that may not be the best choice.

It takes courage to reform an organization so deeply entrenched in labor rules and bureaucracy. In choosing someone who is not a maritime industry person to lead the organization, you have chosen to pursue systems reform and innovation. You need to go beyond simple budget cuts and service reductions. There has been no report-out on operational efficiencies, other than mention of the elimination of 25 budgeted positions, which certainly does not represent the actual number of reductions; the plan is silent on efficiencies recommended by the consultant through this two-year process. This is the window of opportunity for fundamental operational shifts, and more importantly, a change from an employee-oriented system to a customer-oriented one. Your customers will support you if you take on the transformational work necessary to get the ferry system operating soundly, with expenditures under control and revenues to support it.

Labor Leadership

As stated earlier, I find that WSF is an employee-oriented system, not a customer-oriented system. There is a pervasive sense of entitlement that I struggle with day-to-day as I ride. I know there are employees who earn six-figure salaries when overtime is included, and yet I hear multiple conversations about the need for new chairs and about not being willing to visit

Bremerton because of the obligation to pay for parking. I don't want to trip over brooms and plungers when I know you are being asked to keep boats cleaner - I would much rather encounter people who take pride in their work. We are all working harder and not gaining ground. In these economic times and as a fellow state employee, I feel very fortunate that I have the benefits I have.

I am looking for courage from you in epic proportions. Bremerton is facing a 50% reduction in service from a system that is tangled in complex, burdensome work rules and lifetime benefits. As I look at other public agencies doing transformational work, I have seen no evidence of labor being at the table during this last two years, expressing a willingness to take on the reform work necessary to save this transportation system. I would invite you to come to a Ferry Advisory Executive Council meeting and hear from the communities you serve. There are many opportunities for better and more efficient service that are thwarted by a system that cannot change.

Transportation Commission

I am looking for courage from you to advocate for increased revenue from the State for ferries. Do not fall into the trap of the State Auditors Office mentality of getting revenue from customers either way – by driving the Narrows Bridge or through ferry fares. I have been clear in my belief that ferry customers should pay more. But farebox recovery cannot be the sole source of new revenue; it already carries a disproportionate burden compared to other transportation systems. WSF needs some intense support right now with the Legislature - you need to use your own studies and fight for new sources of revenue.

State Legislature

The courage I am looking for in the Legislature is to face your own Growth Management mandates, recognize the ferry system as an integral part of the state's transportation system, do the hard work of defining the core system, then properly fund it. That's all. I do not believe it is productive to take the punitive approach of not providing more money because of voter support for I-695 and funding. If this conversation continues, I can assure you that ferry communities will organize and focus on equitable reductions of funding from other communities in the state that supported I-695, also looking at tax dollars paid vs. tax dollars returned. Please do not pass on these reform efforts for yet another decade or two while patching together some scheme to pay for a system that is deteriorating rather than improving.

Other issues to consider:

- Look at the trade-off your Build in Washington policy brings vs. the loss of access to federal dollars because of it.
- Eliminate the retire-rehire law as part of your own economic stimulus package. When the state and other agencies are laying people off, retire-rehire allows double-dipping in the state system. It also does not develop a new workforce and encourages the status quo rather than looking at new ways of doing business.
- Putting more cars on the roads by reducing ferry service flies in the face of the work you are trying to accomplish with the restoration of Puget Sound. As a commuter, if my options are reduced by 50%, I will reluctantly shift to driving.

Governor Gregoire, Secretary Hammond, and senior policy staffs

Courage will be most important here. We need long-term sustainable leadership that will leave a ferry and transportation legacy that future generations will benefit from. Do not let this reform opportunity go by. Do not let the Legislature and the ferry system take a pass on the difficult decisions that lay ahead. Ferry customers and communities will help with the work. We need leadership, however, that is willing to confront the old system, create a new one, and commit to its future.

Other:

My remaining comments deal with specific issues raised in the plan.

Bremerton-specific issues:

- Plan B shifts the entire focus of ferry service north, reducing service in central and south Puget Sound. That is not where the population is currently or where growth projections are in the future.
- I will not belabor the point too much about the 50% reduction in service from the only run that has shown an increase in use. WSF's approach to Bremerton service is one of capacity and numbers, not access to service. Dropping one boat from this run will shift the burden to Bainbridge and put more traffic on Hwy. 305.
- The super-class ferries are the best design for Rich Passage and can be sped up to achieve a 45-minute run. If you do that, you will dramatically change the ridership for both Bainbridge and Bremerton.

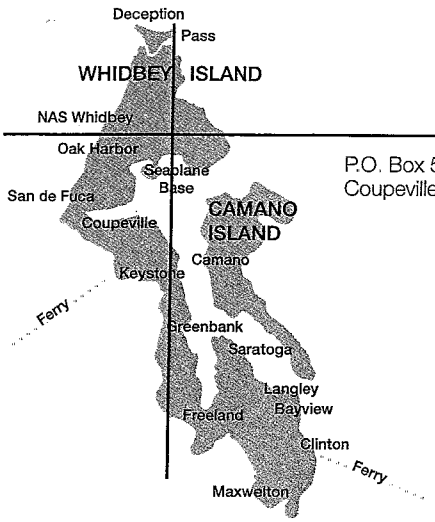
Passenger ferry service:

I have long been a proponent of passenger ferry service connecting communities around Puget Sound and believe that it is not just our past but our future in transportation. The nature of the Bremerton commuter runs supports a water transit system. However, rather than just arbitrarily handing the responsibility off to local agencies in three years, Washington State Ferries needs to be at the table, actively participating in the design of the Puget Sound transportation system. And the local agencies will need a ten-year transition period with some state funding included to get the service up and viable.

Information technology:

- I am delighted with the move toward better systems through better information technology and would encourage an even quicker move in this direction. A reservation system and expansion of electronic ticketing is more efficient and is the norm in all other transportation systems. Providing a way to purchase tickets with cash via a machine of some kind will also support more efficiency.
- Should the State pursue passenger ferry service as a local-only option, we will need WSF to ticket their walk-on passengers on both sides of the run; maintaining the current system will undermine the success of passenger ferry service. This should not be a negotiated item for WSF, as they are abdicating their responsibility for providing service.

Day File



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

January 23, 2009

Washington State Ferries
Attn: Joy Goldenberg
2901 3rd Avenue Suite 500
Seattle WA 98121-1042

Dear Ms. Goldenberg:

Whidbey Island depends upon the ferry system for its access. The future of our marine transportation system is of great importance to us. The ferry system provides two-thirds of the Island's ingress and egress connections. Deception Pass Bridge, located on the northern tip, provides the only other access point. Both ferry routes are important to our communities. The proposed severe cutbacks to the Keystone run are most disturbing.

The two most critical transportation needs of our community are reliability and accessibility. Reliability of service is necessary for our businesses, our Navy Base and for our visitors. For this reason, whatever plan you adopt **must** include the funding for two Island Home Ferries. The current passenger-only service on the Keystone run is disruptive, inadequate and unacceptable into the future. Lacking vehicle transport to the peninsula has impacted us economically and has reduced our ability for emergency evacuation by one-third.

Understand that we support expanding public transportation opportunities regionally and nationally. There exists great potential for passenger-only service throughout many parts of Puget Sound as we shift our culture away from being so dependent upon the automobile. It is also important to recognize the unique demands of each ferry run to meet the needs of our travelers. Just as the demands are different from the Narrows Bridge to Deception Pass Bridge, so are there contrasts between each ferry route. The commuters to the urban docks have taxi, vanpool, transit, and airport shuttle service as well as rail options. Military commuters, commercial users and tourists on this route are very automobile dependent because of our rural area. Increased dependence on passenger-only service for Keystone or Clinton will not provide the reliability and

accessibility we need to sustain our economy, adequately meet our emergency preparedness needs, nor meet the needs of our Navy base.

Our Naval Air Station with approximately 50 frequent users of the Keystone ferry service, has been significantly impacted. Also there is a need to transport equipment and goods via this route.

This transport of supplies and personnel to Bangor or Bremerton, now must travel north to Skagit County, then south through Edmonds because the service is so limited at Keystone, adding costs and congestion.

We understand the severe financial constraints facing Washington State. For this reason efficiency and effectiveness should be of highest priority. The Keystone run must be made more reliable with sturdy vessels which are not as subject to weather related cancellations and sufficient trips each day to accommodate the demand. Commercial and Navy traffic should be encouraged during early morning and evening runs to reduce competition with tourism. The reservation system must be refined so that every boat is filled to capacity. Please correct your signs so they do not say "Reservations are required". This is a deterrent to potential ridership. Currently vehicles without reservations are discouraged from taking a chance at getting across.

It is unfortunate the upheavals to service have created distrust so ridership is declining at a time when revenue generation is most needed. Reliability and accessibility are needed for our community which is dependent upon the Keystone ferry service. We urge you to include two Island Home ferries into your plan, explore ways to enhance the reservation system to improve efficiency, and to maximize ridership and thus revenues. This approach will best begin to meet the needs of our community and sustain our economy.

We look forward to working with your agency to meet the transportation needs of our county.

Board of County Commissioners
Island County, Washington

John Dean, Chairman

Helen Price Johnson, Member

Angie Homola, Member

01-15-09P02:26 RCVD
orig. to Joy
cc: to David

CITY OF MUKILTEO

11930 CYRUS WAY • MUKILTEO, WASHINGTON 98275

January 13, 2009

Mr. Ray Deardorf
Planning Director
Washington State Ferries
2901 Third Avenue, Suite 500
Seattle, WA 98121

RE: Mukilteo City Council Input on Draft Long Range Plan

Dear Mr. Deardorf:

On behalf of the Mukilteo City Council and Mayor Marine, I am providing documentation of their input related to the Draft Long Range Plan Update and operation strategies as part of the formal public input process.

Funding Shortfalls Needs to be Addressed:
The City Council is supportive of the legislature addressing the operating and capital shortfalls that presently exist and will continue into the future for the ferry system. The shortfall in funding is both for capital improvements (terminals and vessels) and for escalation in fuel prices. Adequate funding for the existing system is not in place and thus operating the system over time under the current funding scenario creates an on-going deficit that will only grow larger. The City Council recognizes that even if fares were required to meet 80% or more of the operating expenditures that fares can not cover all operation costs as there are off-peak hours and seasons when ferries are not operated at capacity, but must sail to maintain service as envisioned to be a part of the state-wide marine highway system. Capital improvements are a burden that must be shared on a state-wide level and deferring terminal improvements and vessel maintenance and replacement is clearly no longer an option.

Draft Plan's Option A Preferred:
The Draft Plan – Option A addresses both operating and capital shortfalls. Both the Mukilteo and Clinton terminals require capital improvements to maximize operational strategies proposed in the Draft Plan to contain demand that otherwise would require additional more costly capital facilities. The City Council supports expanding the reservation system to runs such as Mukilteo-Clinton, as well as pedestrian and transit improvements that will assist with mode shifts at both the Mukilteo and Clinton terminals.

Draft Plan's Option B May Only Be Workable with Local Transportation Funding for Passenger Ferries:
Plan B applies operational strategies that will assist with current and future demand, but assumes that there will be reduction in the number of ferries on any given run as well as eliminating runs. In addition, Plan B does not adequately meet capital improvement needs that are required now for safety, in times of emergency, nor does it address community impacts that already exist. Plan B is less than the existing ferry system or a 17% reduction and does not appear to be adequate to operate our state ferry system into the future. It does address the terminal relocation that is needed for the Mukilteo-Clinton run. With the potential for counties to provide passenger service on central Puget Sound runs and with alternative land routes, then maybe Option B will work. But without having studied these whether they are capable of generating the revenues necessary to operate passenger ferries, then this scenario may not be realistic. In addition, because further financing may be required in the future and capital improvements take such a long lead time it will be very difficult to restructure this decision in five years and thus a cautionary note is needed for the decisions made by legislators in 2009.

This Plan represents an extensive amount of work by many. The process was very inclusive and we want to thank Assistant Secretary David Mosley for his oversight and emphasis on working with so many interests. This is a very important decision and a dramatic change of course for the ferry system, impact to the users, and as the iconic symbol of our state and many cities, as well as being critical to our transportation system.

Thank you again for providing an opportunity for the Mukilteo City Council to provide input.

Sincerely,

Joe Marine

Joe Marine
Mayor
City of Mukilteo
(425) 263-8000

Pc: Christine Gregoire, Governor of Washington State
Paula Hammond, Secretary of Washington State Department of Transportation
David Moseley, WSF Division Assistant Secretary
City staff

Additional Information on the Mukilteo Terminal and Comments on Specific Operational Strategies that would Work

Mukilteo's Unique Attributes as a Host Ferry City

1) The Mukilteo route **does not have off-peak vehicle capacity during the summer**
2) There is typically a **four (4) boat wait (2 hours)** Late Spring – Mid Fall, Wednesday, Thursday, Friday evenings and Saturday mornings.
3) There is typically a two (2) boat wait (1 hour) (even Mid May, Mid-week that is used for LOS).
4) A 20% increase in vehicles to 2030 is forecast by WSF.
5) A larger **increase in pedestrians** over a longer period is forecast by WSF.
6) The Mukilteo route does **have capacity for pedestrians** during the summer.
7) There have **not been any major capacity improvements** at the Mukilteo terminal since the 1930's – while the demand continues to grow – making the terminal and one slip obsolete.
8) Soils and wave action at the existing Mukilteo terminal make it problematic and expensive to continue it as a terminal site.
9) Deficit of availability of parking with parking garage and off-site park & ride lot(s) will occur in 2009 with city projects eliminating commuter parking due to redevelopment

Operating Strategies that Could be Applied at Mukilteo

- **Reservations:**
  - Reservations look to be promising and Mukilteo would like to be accessed for the next site for reservation implementation,
  - Implement as soon as possible using a phased strategy
  - Implementing reservations on week-ends or for recreational users needs to include Thursday and Friday afternoon and nights
  - If more than one queue lane is required for the reservation system, then SR 525 Bridge has constraints that could limit its application.
  - Enhance fare collection system
- **Transit and Parking Enhancements:**
  - Work cooperatively towards a parking garage and off site park and ride lot(s)
  - Transit Access Enhancements are needed and to help change demand and will help to improve capacity and operations
  - There will be no parking on the waterfront for commuters in the near future – ferry commuters need to be using transit to make connections.
  - Enhance User Information for transfers to bus and ST commuter rail and for off-site remote parking availability
  - Enhance bike and pedestrian connections along SR 525 and 5th Street
  - Capacity use created with12:00 PM Boeing shift (Transit schedules and TDM coordination is needed)
  -

- **Mode Shift Encouraged:**
  - Increase fares at peak times year-around to shift - time of day use and to encourage pedestrian usage.
- **Traffic Management:**
  - Enhance traffic management (metering off-loading vehicles to create less of an impact on the community)

Gregory J. Nickels
Mayor of Seattle

January 21, 2009

David Moseley, Assistant Director
Ferries Division, Washington State Department of Transportation
2901 Third Avenue, Suite 500
Seattle, Washington 98121

RE: Washington State Ferries Draft Long-Range Strategic Plan, December 2008

Dear Mr. Moseley:

Thank you for providing the City of Seattle the opportunity to comment on Washington State Department of Transportation's Ferries Division Draft Long Range Strategic Plan, 2008-2030. The recently released plan represents a change in direction from past draft plans. To address constrained financial resources, the new plan's two options, "Plan A" and "Plan B", include significantly reduced service and capital programs than presented in previous plans. With a greater focus on financial sustainability, both plan options identify significant funding gaps over the plan's 22-year planning horizon.

Still, we are pleased to see several strategies and recommendations in both Plan options that the City of Seattle supports:

- Colman Dock is prioritized and funded as a preservation project. Colman Dock is the busiest terminal in the system and a gateway to Seattle. This is an aging facility that is in need of significant upgrades to address the terminal building and the wooden dock trestle on which it sits.

- Use of adaptive management to: reduce the need for large facilities; ensure better use of the system throughout the day (not just peak hours); and, maximize walk-on use. This includes use of reservations, transit enhancements and pricing. These strategies are appropriate in the context of Seattle's dense, urban environment.

However, addressing growth demands from South Kitsap and existing concerns with the current Southworth-Vashon-Fauntleroy service triangle are key issues to resolve in this plan. Draft "Plan A" includes an option that had not been previously discussed with City of Seattle representatives or community members. This plan option presents no service changes (except for phased vessel replacement with

slightly larger vessels), the expansion of Fauntleroy's overwater dock and the addition of overhead passenger loading. *The City of Seattle does not support this recommendation.*

Past letters from the City (July 21, 2006, from myself and September 27, 2005, from SDOT Director Crunican) have stated that Fauntleroy has limited capacity to accommodate vehicular demand and the *City would not support expansion of Fauntleroy*. I request that Washington Ferry System (WSF) staff work closely with City of Seattle staff to evaluate this alternative and look for other options to include in a final plan.

Washington State Ferries has worked without a long-range plan for many years; we support your efforts to finalize a plan. As the plan is revised for approval, we look forward to working closely with WSF and the legislature. If you have any questions regarding the city's comments, please feel free to contact my office or Seattle Department of Transportation Director Grace Crunican at 684-5000.

Sincerely,

GREG NICKELS
Mayor of Seattle

CC: Tim Ceis, City of Seattle Deputy Mayor
Grace Crunican, Seattle Department of Transportation Director
Kevin Desmond, King County/Metro General Manager
Kjristine Lund, King County Ferry District Executive Director

FAUNTLEROY
WATERSHED
COUNCIL

ABOUT FAUNTLEROY CREEK

Fauntleroy Creek discharges into Puget Sound due south of the ferry pier. It provides habitat for juvenile coho salmon, both "home hatch" and fry released by schoolchildren through the state's Salmon in the Classroom program. We have documented spawning in the lower creek since 1994. The number of spawners varies widely, depending on saltwater conditions.

Two environmental studies, both reported just three years ago, speak to your proposed investment of $100 million in the present ferry pier at Fauntleroy.

TERMINAL SHADING

Your own agency's examination of the effects of ferry terminals on juvenile salmon documented their behavior around 10 terminals, including Fauntleroy. It sought to answer the question, "Do these over-water structures alter the behavior of migrating juvenile salmon?" The answer was yes. Shading caused by ferry terminals can deter or delay juvenile salmonid movement - movement that, for example, enables them to find food and see predators. Light must get through. As documented by King County in 2004, Fauntleroy Cove is teeming in late spring with juvenile salmon, including endangered chinook and many that take a sharp left out of the Duwamish River and head for Fauntleroy. More shading will be more bad news for all of them.

BEACH ASSESSMENT

In conjunction with restoration of the reach to the beach, the Fauntleroy Watershed Council engaged Jim Johannessen, one of the region's most respected coastal geologists, to assess beach dynamics, paying particular attention to the buildup of logs and sand that threatens spawner to the creek. His conclusion: The ferry pier has likely had a substantial effect on beach accretion experienced by homeowners to the south, especially after the pier was widened. The pier's closely spaced piles trap drift logs, causing jams that hold the sand, redirect creek flow, and create a formidable obstacle course for spawners. Because of this dynamic out of our control, we did not attempt any beach modifications at the creek mouth. More piles under a wider pier will be more bad news for Fauntleroy Creek spawners, as well as for homeowners south of the pier.

PROJECTION

If the state adopts the long-range plan as drafted and then attempts to implement it at Fauntleroy, we will challenge you on solid environmental grounds at every turn. If the state, instead, adopts a plan that reflects creative, science-based thinking that reduces traffic through Fauntleroy, we will be honored to work with you.

REFERENCES

Southard, S.L., et al, 2006. Impacts of Ferry Terminals on Juvenile Salmon Movement Along Puget Sound Shorelines. Washington State Department of Transportation, Project No. 46820.

Brennan, Jim, et al, 2004. Juvenile Salmon Composition, Timing, Distribution, and Diet in Marine Nearshore Waters of Central Puget Sound in 2001-2002, King County Department of Natural Resources and Park.

Johannessen, Jim, et al, 2006. Fauntleroy Creek Mouth Beach Assessment and Recommendations. Fauntleroy Watershed Council.

1/21/09 testimony by Judy Pickens 206-938-4203 / judy_pickens@msn.com

SAN JUAN ISLANDS
VISITORS BUREAU

January 21, 2009

Mr. David Moseley
Assistant Secretary of Transportation
Washington State Dept. of Transportation
Washington State Ferries
2901 Third Avenue, Suite 500
Seattle, WA 98121-3014

Re: WSF's Draft Long-Range Plan

Dear Mr. Moseley,
The San Juan Islands Visitors Bureau (SJIVB) supports the San Juan County Council, San Juan County Ferry Advisory Committee and San Juan County residents in rejecting Plan B.

The SJIVB represents over 350 tourism-related businesses in the San Juan Islands, primarily on Lopez, Orcas and San Juan Islands. As you are likely aware, tourism is the economic driver for our islands, and approximately half of the residents here depend on the direct income from or the "trickle down" effect of "new" tourism dollars left behind by visitors. The Washington State Ferries bring most of these visitors to our islands – visitors who contributed over $127 million to our economy in 2007, according to the latest Washington State Tourism research. Our new designation as the State's newest Scenic Byway, including the WSF marine route from Anacortes to our islands, will bring even more visitors to this beautiful area.

Tourism is Washington State's fourth largest industry, and the ferries are as iconic to Washington State as the Space Needle is to Seattle. These iconic ferries should be properly funded in order to exceed our visitors' expectations when they visit our unique corner of the world. The 2010 Winter Olympics in Vancouver B.C. will put an even larger spotlight on our State, and we need to be prepared with a first-class transportation infrastructure. In addition, the Anacortes/San Juans/Sidney run will become even more viable during and after the Olympics. There seems to be a disconnect between Washington State Tourism and the Washington State Ferries.

Ferries are our residents' and visitors' lifeline, just as roads and bridges are on the mainland. The WSF system must remain affordable to island residents, small business owners and visitors. Please listen to your customers and formulate a long-range plan that will work for Washington's island residents and tourism-dependent economy.

Sincerely,
Deborah Hopkins
Executive Director
San Juan Islands Visitors Bureau

San Juan Islands Visitors Bureau, P.O. Box 1330, Friday Harbor, WA 98250, 360-378-9551, www.VisitSanJuans.com

San Juan County Council

350 Court Street No. 1
Friday Harbor, WA 98250
(360) 378 - 2898

District 1, Lovel Pratt
District 2, Rich Peterson
District 3, Howard Rosenfeld

District 4, Richard Fralick
District 5, Gene Knapp
District 6, Bob Myhr

January 13, 2009

Mr. David Moseley, Assistant Secretary of Transportation
Washington State Department of Transportation
Washington State Ferries
2901 Third Avenue, Suite 500
Seattle, WA 98121-3014

Dear David:

RE: WSF's Draft Long-Range Plan

The San Juan County Council and Ferry Advisory Committee have jointly reviewed the December 19, 2008 Draft Long-Range Plan and ***reject the option of Plan B*** as an unrealistic representation of state ferry service.

- By eliminating the Anacortes/San Juans/Sidney vessel, over 80% of the domestic service capacity on that vessel is eliminated for seven months of the year, which is a 20% reduction in daily service capacity during this period.
- Plan B does not meet current or future service demands.
- There is insufficient information and time on both plans to allow the legislative bodies and communities to participate in a meaningful review.
- Lack of a financing component, as required by ESHB 2358, makes qualitative decisions impossible.
- Plan B removes one vessel from a totally ferry-dependent community.

We have entered the tenth year of difficult state decisions on state ferry funding in the post-I 695 transportation funding environment. We are entering the first year of what everyone hopes is a temporary economic downturn, particularly in elastic revenues received by state and local governments that necessarily slow during these economic conditions. Our first fear is that short-term finances will drive long-term funding decisions. ***Balancing the state budget for the 2009-11 biennium should not be the justification for a long-term state service mistake.***

The passage of time and the change in economic and government revenue fortunes have positioned WSF to be considered the ugly step-child of the state budget. Addressing the funding gap is the answer, not divestiture. Select what is right over what is easy. If the Plan A gap of $3.5 billion is divided by the 22-year planning horizon, it is a difference of $160 million per year. The loss of MVET in strict 1999 dollars was larger than this by many times. The legislature found a way to replace a good deal of the highway funding as a result of public pressure to fix and improve the roads. Over time (not necessarily all in this session), the legislature must do the same for the ferry system. It is clearly the east/west highway system over the waters of the Puget Sound.

The WSF Long Range Plan presents the ferry-served communities and, to a lesser extent, the citizens of this state with the age-old comparison of price versus value. While it was a conscious point of

demarcation not to include economic analysis as part of the study, that decision required the highlighting of cost centers in the WSF budget, while large portions of the overall value disappear into the general funds of the state and local governments in the form of sales tax and lodging tax.

San Juan County is a ferry-dependent community (as compared with a ferry-advantaged community) and is composed of a complex set of users representing four distinct groups: full-time residents, part-time residents, tourists and commercial users, including those that provide essential supplies. The Anacortes/San Juans route is an extension of State Highway 20 and has been identified as one of the highlights and most scenic elements of Washington State's most recently designated Scenic Byway. Maintenance and continued development of a functioning ferry system is critical to the economic viability of the San Juan community.

Generally, Plan A meets the needs of the San Juan County community by providing reasonable transportation options for the multiple-user groups in the San Juan Islands. However, it is not as specific as it should be when considering how the adaptive management strategies, particularly reservations, will appropriately balance the needs of those distinct user groups. It in itself is the minimum to which WSF should peg the level of service, and other targeted improvements; emergency back-up and passenger efficiencies should also be considered.

Plan B will set in motion a divestiture approach that would make it very difficult to re-build the ferry system to the level of service provided today; it does not provide sufficient ferry capacity to meet current or future requirements. The Plan decreases the number of runs within the San Juan Islands by eliminating the Anacortes/San Juans/Sidney boat and decreases the overall number of new vessels, which will also have a significant economic impact on San Juan Island communities. It also requires passenger-only ferries to be developed and managed by locally-funded entities. It forces mode and travel choices in adaptive management strategies rather than providing them by way of incentive.

The following comments apply primarily to Plan B:

1. **Economic Analysis - ESHB 2358 stated that WSF shall develop fare and pricing policies that: "consider the impacts on users, capacity and local communities"; however a long term economic analysis is conspicuously missing.** The decrease of any ferry service to the San Juan Islands will have a negative impact to the economic viability and health of this ferry-dependent community. For the past three legislative sessions, San Juan County has requested that such an analysis be undertaken. Without data from the economic analysis impact study, WSF cannot make sound decisions about the fate and subsequent impacts of eliminating the Anacortes/San Juans/Sidney route, as well as the loss of non-WSF tourism revenue to the state by diminishing service to the San Juans.

2. **Vessel Replacement – Ridership forecasts tell you to increase capacity; Plan A allows for that in a marginal manner over time without increasing the number of vessels, but Plan B, with no capacity increase, represents poor planning in the midst of the largest comprehensive ferry planning effort to date.** According to WSF planning staff, Plan A retires vessels early partially in the name of keeping shipyards happy in the hope they will give you better bids. The public should not make all the compromise. Explore lengthening by a year some of the later replacements to take vessels to their full life expectancy and to spread capital costs. Also, ***the bidding advantage given to the private shipyards which have no out-of-state competition must be explored for an equitable solution and to provide qualification for federal funding.***

The nickel gas tax provided some dedicated funding to vessel replacement. **A movement toward Plan B appears to be a second abdication of the promise made by that prior legislature.** A ferry-dependent community with no state highways can view that financial redirection with only a profound sense of loss.

The lack of an emergency backup vessel for more than the next five years is tantamount to driving a vehicle without insurance for that period. Emergency back-up vessels have been needed numerous times in just the past two years – there is no reason to expect the likelihood of that need to be any different over the next five years; therefore the situation should be included in any plan, not ignored.

Elimination of the Anacortes/San Juans/Sidney route has a significant impact on the mainland capacity of island traffic. Over 80% of the capacity in the off-season is assigned to domestic service.

3. **Transit – Regardless of the Plan, better coordination with local transit agencies is required to ensure that this mode shift is a realistic option** The Skagit/San Juan routes are the most difficult coordination opportunity due to the obvious need of residents, weekenders and tourists to move more materials than can be carried by an individual. As a result, it was ignored in either plan without even a footnote of the need to study it. Transit improvements were ignored because of an apparent default to commuters in the vision of the study. Mode shift can be achieved, but Skagit Transit, the County and WSF must work together to make it happen. Appendix F does not include any specific transit improvements for the Anacortes terminal, let alone any of the other terminals within the San Juan Islands. This is an item which has generated extensive comments in a number of community forums, most recently during WSF's inter-island information meeting last fall. Provisions for transit improvements at both ends of the Anacortes/San Juan route are necessary to coordinate with ferry service if any decrease in vehicle traffic is to be supported. Any effort to encourage walk-on traffic must also address parking fees. As long as the costs of parking a car at the Anacortes terminal approximate the cost of driving a car onto the islands, patrons will choose to drive their cars as it is more convenient.

4. **Reservations – This is a key component in both Plans and one which San Juan County supports, provided that no reservation fee is imposed.** As stated in Appendix G, development of a workable system must be developed with "Island agents". This is interpreted to mean representatives of San Juan County in order to ensure meaningful involvement in developing such a strategy, including the possibility of piloting the reservation strategy at one of the San Juan Island terminals this summer. The San Juan's have four distinct user groups: islanders, weekenders, tourists, and commercial. A poorly designed system based on indiscriminately filling vessels runs the risk of leaving groups at a disadvantage. In particular, island residents are still dependent on professional services and certain retail services available on the mainland. Being ferry dependent, and subject to the hours of those businesses, islanders cannot drive around the problem as those using other routes can. The last fare increase proposal engendered militant attitudes of islanders, who showed grass roots power. That attitude will be dwarfed by a reservation system that is not sensitive to ferry-dependent communities.

5. **Level of Service (LOS) –The current LOS is acceptable; however, the reduced LOS in Plan B is not acceptable when considering the long waits that currently exist between vessels to and from certain islands.** Additional information and analysis are required to determine the triggers for the two proposed levels and the subsequent impacts on ferry riders. Hidden in the alteration of the LOS standard is the previous trigger point for increase of vessel capacity. That has been exchanged for adaptive management strategies that could ultimately drive housing choice decisions and change the ridership growth assumptions.

6. **Foot passenger fare increases – It is very important to the San Juan County community that the existing no-charge for walk-ons on the interisland ferry continues.** It is unquestionably the best mode-shift policy employed by WSF on any route, although it currently creates externalities outside the terminal area in the form of parking and transit. It is understood and accepted that passenger fares from the Anacortes terminal could increase. However, additional parking and transit are essential to encourage increased foot traffic at the terminals at both ends of the route to maximize mode shift in this most unique run among ferry routes.

7. **Passenger-only ferries (POF) – A primary premise of Plan B is that current and future passenger-only ferries will be operated and maintained by locally funded entities; without the certainty, readiness or willingness of the affected counties to step in, Plan B begins to look like an exit strategy that creates a service gap and points to self-taxing enabling legislation as the response.** Before giving any consideration to Plan B, this is a major assumption that needs to be explored further with prospective providers to determine the realistic likelihood of such a change in funding, ownership and management. The legislature must also take a broader view of the natural perception that this is an abdication of a 56-year responsibility. That broader view will engender a move toward partnership, which may cause re-thinking that such an abandonment equals no participation in local provider public subsidy. *There is no guarantee of mode shift (and its positive attributes) in placing POF responsibilities on counties – it is only a guarantee of cost shift.*

This comment letter has been signed by the full San Juan County Council and Ferry Advisory Committee to signify our commitment to working with WSF to develop a logical and manageable plan to maintain the Anacortes/San Juan Island ferry route.

Sincerely,

COUNTY COUNCIL
SAN JUAN COUNTY, WASHINGTON

Lovel Pratt, Member
District No. 1, San Juan South
San Juan County Council

Richard Peterson, Chair
District No. 2, San Juan North
San Juan County Council

Howard Rosenfeld, Member
District No. 3, Friday Harbor
San Juan County Council

Richard Fralick, Vice Chair
District No. 4, Orcas West
San Juan County Council

Gene Knapp, Member
District No. 5, Orcas East
San Juan County Council

Bob Myhr, Member
District No. 6, Lopez/Shaw
San Juan County Council

Ed Sutton, Chair
Orcas Island
Ferry Advisory Committee

Robert de Gavre, Member
San Juan Island
Ferry Advisory Committee

John T. Whetten, Member
Lopez Island
Ferry Advisory Committee

EXCUSED ABSENT

John Brantigan, Member
Shaw Island
Ferry Advisory Committee

Patricia McKay, Member
San Juan Island, Alternate
Ferry Advisory Committee

Lance Evans, Member
Alternate
Ferry Advisory Committee

KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

Steve Bauer
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Charlotte Garrido
DISTRICT 2

Josh Brown
DISTRICT 3

Nancy Buonanno Grennan
County Administrator

January 22, 2009

David Moseley
Washington State Ferries
2901 Third Avenue
Seattle, WA 98121

Dear David:

RE: WSF's Draft Long-Range Plan

The Kitsap County Board of Commissioners reviewed the WSF 2008 Draft Long-Range Plan. All levels of government are facing difficult budget times due to the national recession and financial impacts affect our communities. We are very concerned that the long-range options, particularly Plan B's dramatic reductions, are being made without regard to statewide and regional policies or the impacts to the broader transportation system of the Puget Sound.

Plan A appears to be a workable beginning to discuss the future of Washington State Ferries, but needs additional work before adoption. However, Plan B would irreversibly damage the quality of life for our County's 250,000 residents and severely impact the entire Puget Sound region. The Kitsap County Board of Commissioners rejects Plan B and we look forward to working with your agency to refine an alternative for implementation. Some points we consider vital for the alternative plan are that it be a systems plan, reward innovations, work with jurisdictions about their future needs, and examine funding and service concerns.

The capital funding gap is an important element for consideration, but it cannot be the sole factor for decision making. We ask for a regional examination of the entire transportation system in the Puget Sound area. Simply put, it is contradictory for the State to push for long range improvements in the areas of carbon emissions reduction, managing congestion and infrastructure costs by linking land use with transportation investments, and building livable communities while at the same time it dismantles a WSF system which is critical component to meet those goals. The long-range plan should be developed with these regional and statewide goals in mind.

Plan for a System
It is critical that the long-range plan eventually adopted provides a system that is consistent with regional and statewide policy objectives.

Work with User Jurisdictions
Our jurisdiction is responsible to plan for transportation within Kitsap County and to partner with others in the Puget Sound region. Yet we were not consulted about input into the draft plan. This, despite the fact that Kitsap County hosts <u>four</u> State highways that end at Puget Sound.

614 Division Street, MS-4 • Port Orchard, Washington 98366-4676 • (360) 337-7146 • FAX (360) 337-4632
From: Olalla (253) 851-4147 • Bainbridge Island (206) 842-2061

Reward Innovations
The Governor and Legislature have committed to important reductions in carbon emissions and VMT. Kitsap County is a State leader in realizing results. Our single-commuter occupancy rate is second best in the State of Washington (second to densely populated King County). Ferries contribute significantly to this success.

Examine Service Concerns
WSF moved 5.65 million vehicles and 14 million total riders from ferry routes that reached the Kitsap Peninsula. These figures represent 52% and 59% of the system wide totals respectively. Kitsap County is planning to accommodate an additional 100,000 residents over the WSF planning horizon and WSF estimates riders on these Kitsap routes will increase 32% between now and 2030. Growth to the Puget Sound region is inevitable. The Puget Sound Regional Council projects 1.7 million new residents and 1.2 new jobs by 2040.

With the bulk of new jobs projected to be created in the east Puget Sound, it is clear that Plan B's reductions in service levels will dramatically force more commuters onto our region's highways. The escalation in ferry fares over recent years has had an impact on reducing ridership. Dramatic pullback in service levels will have an even stronger effect. We ask WSF to work with state agencies, the Puget Sound Regional Council, and local governments to provide analysis of the impacts to the environment and congested corridors of these plan alternatives.

Consider Diverse Funding Issues
In this legislative session, the State will likely examine severely bills that seek to create a regional taxing mechanism for programs such as the Puget Sound Partnership. Yet, while Kitsap and other Puget Sound jurisdictions will be sought to support these endeavors, our regional transportation network based on WSF will be eroded. We cannot support State efforts to tax us for new programs, while basic needs of our communities are ignored. A reexamination of State priorities is desperately needed.

Kitsap County has twice tried and twice failed to pass measures supporting passenger-only ferries (POF). We continue to examine how POF's can be brought to our region through the work of the Port of Kingston and critical wake-research being spearheaded by Kitsap Transit. However, the concept of POF service on Kitsap County has always been viewed as service enhancement---not replacement---of WSF's system. Simply put, we view the Plan B's goal of replacing WSF with POF's as a substantial unfunded mandate.

The Plan A funding gap of $3.5 billion dollars amounts to $160 million per year over the 22-year planning horizon. We believe a number of cost saving measures have not been suggested for review in the alternatives. While $3.4 billion is planned for vessel investments, the nearly $2 billion of capital monies for terminal costs needs to be closely scrutinized. The overwhelming preference for system users is to invest in boats, not terminals. In addition, we are disturbed by the fact that in no part of the long-range plan is there discussion about vessel procurement policies. Recent vessel purchases have been mired by exorbitant bids due to local builder requirements. While a noble goal, we believe the costs and benefits of these state policies need to be examined.

Finally, it is our understanding that due to these procurement policies, WSF is prevented from competing for Federal Economic recovery funds. While WSF is in need of vessel investments, the fact that not one boat has been requested as part of the Federal stimulus

package is unacceptable. We acknowledge Governor Gregoire's leadership on prioritizing investments in public infrastructure. Promoting the painting of boats and unnecessary terminal improvements over vessel procurement is a disastrous oversight. We implore you to seek vessel procurement monies.

Look Forward

Again, Kitsap County looks forward to working with WSF to adopt a long-range plan that meets the needs of the Puget Sound region, while implementing State policies. We know that Kitsap residents and legislators are working on a "Plan C", with focus groups examining issues such as fleet size and ferry construction, a ferry business plan and revenues, and schedules and service. Ultimately, the common goal shared by Kitsap County residents and government, and presumably WSF, is for workable solutions. By working together, we can surely shape future options that make sense.

Thank you for the opportunity to formally offer this comment letter.

Charlotte Garrido

Commissioner Charlotte Garrido, Chair

Steve Bauer

Commissioner Steve Bauer

J. W. Brown

Commissioner Josh Brown

January 20, 2009

Dear Mr. Moseley,

Thank you for coming to Vashon Island to hear about my community's concerns regarding the Washington State Ferries Division Draft Long Range Plan. I would like to thank you for opening up the Ferry Division to more sunshine after many decades of darkness. I am the Vashon Island School District's representative to the WSF Ferry Advisory Committee, appointed by the Vashon-Maury Island Community Council.

On behalf of the Vashon Island School District, I would like to say that any reduction in ferry service or rescheduling that doesn't coordinate with our school schedule would be harmful to our mission of providing the best education possible to our children. Previous service reduction at Tahlequah has been harmful and incurred additional costs to our District. Previous rescheduling of the Vashon-Fauntleroy run has also had negative impacts to our District. Additional reductions in service or uncoordinated schedule changes at either end of the Island will cause further hardship, pain and financial costs to our School District, our students and our employees. The VISD has about 135 students that commute from Fauntleroy, Pt. Defiance and Southworth via the WSF system. These students are an integral part of our business model that allows us to be fiscally sound. We also have about 25 teachers, administrators and other staff that commute via the ferry to get to work. This number will be increasing as teacher's and other staff's wages don't keep up with the rise in the cost of living and fewer of our new teachers can afford housing prices on the Island.

Furthermore, any reduction in ferry service or rescheduling that doesn't coordinate with our school schedule would be harmful to our interscholastic co-curricular activities and field trips that enrich our students education. The other schools that we compete with in debate, band, athletics and math Olympiad, to name a few, are on the mainland and require taking a ferry as it is our only means of getting off the Island. Just as important is the fact that these other schools are also stressed when the difficulty level of travel to Vashon Island is made more difficult and costly.

In the late 1990's, as President of the Vashon-Maury Island Community Council, I worked with WSF in the formulation of the 1999 20-year Long Range Plan. That 1999 20-year Long Range Plan called for a second boat on the Tahlequah-Pt. Defiance run in the year 2012. The 2009 "Plan A" now calls for only one boat still in 2012 and beyond and a smaller capacity boat at that. In the 1999 20-year Long Range Plan the Vashon-

Fauntleroy run was to have larger boats as well. Now the 2009 "Plan A" doesn't call for capacity upgrades until 2017 or 2019. This major shift in policy after 10 years of a 20-year plan strains my faith in your understanding of the issues. The 1999 20-year Long Range Plan understood those issues. It took the bold, politically incorrect but accurate position that Vashon Island and the San Juan Islands have no other transportation options than the Washington State Ferries and that it is the responsibility of the State to address those needs. The document that expresses this is the "Plan C" alternative of the WSF 1999 20-year Long Range Plan that similar to the 2009 "Plan B" explores the what if of minimal funding. "Plan C" of the 1999 20-year Long Range Plan recognizes the fact that Vashon Island and the San Juan Islands are the number one priority for ferry service as they have no other options. It recognizes this by providing service only for Vashon Island and the San Juan Islands in the worst case scenario of minimal WSF funding from the State. You must accept this underlying principle also. The solely ferry-dependent communities of Vashon Island and the San Juan Islands should not have to share the pain equally with those communities that have other transportation connectivity options such as bridges and state highways.

Another cause for concern is that despite repeated requests for WSF to communicate and collaborate with the Vashon Island School District on changes in service levels or scheduling, it does not seem to happen as no one at VISD was contacted in formulation of this plan. I asked you myself at the last Island meeting that you attended if you would do this and you seemed to nod in agreement. Therefore, I ask again that you please keep in touch with us because ferry changes can have severe adverse impacts on the education that we provide our students. As we both know, the State's paramount duty is the education of our children.

Jake Jacobovitch
WSF Ferry Advisory Committee member representing the Vashon Island School District
P.O. Box 1624
Vashon Island, WA 98070
email: VashonOne@aol.com
phone: 206.650.5253

Ferry Advisory Committee
Vashon Public Comment on WSF Long Range Plan
January 7, 2009

To Whom it May Concern

Vashon Island is a ferry-dependent community. Yes, we are also ferry served, but let us be very clear about the choices we have: without ferry service, we do not leave or come home.

I invite the decision-makers at Washington State Ferries to walk a mile in our shoes. This is a real community with the nitty gritty needs of any town. Imagine the day you receive a letter saying that, due to budget constraints, traffic in and out of ***your*** community will only be allowed at very particular times of day and in limited numbers. Oh, and by the way, no one can leave or arrive after midnight. Some roads will close at 10. And did I mention that big trucks serving a newly-opened gravel mine will be taking up much of the allotment? It will cost you $20 every time you make the trip too.

It's your own fault, really, for living there.

You can no longer get to your medical appointment or your college classes. You must line up very early so you can compete with your anxious neighbors go to your job and your property values are declining. Your community is constantly embroiled in political campaigns, fighting for the simple right to come and go in a reasonable manner.

Vashon Islanders have already made painful adjustments to ferry service reductions and ferry fare increases. To implement the service cuts proposed will turn Vashon from a thriving community based largely on the commuter opportunities in Seattle and Tacoma to a place where only those who don't have to work and those who serve them will live. This prospect is unacceptable.

Jean Bosch

Jean Bosch

President, Vashon-Maury Island Community Council
Realtor, John L Scott Vashon

Website: www.vmfr.org
Email: admin@vmfr.org

Vashon-Maury Fire & Rescue

Post Office Box 1150 Vashon, Washington 98070-1150
Telephone (206) 463-2405 Fax (206) 463-6494

January 7, 2008

WSDOT Ferries Division
Attn: Joy Goldenberg
2901 3rd Ave.
Seattle, WA 98121

Subject: Position Statement on Vashon Island Ferry Service

To the Division:

As Fire Chief of Vashon Island, I am vehemently opposed to any reduction of ferry service to or from Vashon Island, as increases in patient transportation time will be a certainty.

In 2008, Vashon Fire & Rescue responded to 1,058 emergency medical calls requiring immediate patient care and transportation to regional hospitals in Seattle, Burien, and Tacoma as Vashon has no critical care facilities. Further delays in ferry transportation may further impair the health and well-being of Vashon residents, visitors, and ferry passengers in time of medical need. Furthermore, on occasion, we have the need to contact ferry operations to request a boat diversion due to the rapid decline of a patient's condition. My speculation is that less ferry service will result in more special requests by our personnel, thus resulting in further delays and variations of your schedules.

In summary, I consider the Washington State Ferry Division and Vashon Island Fire & Rescue partners in transportation services for individuals in medical distress. As a professional in emergency care, implementing a change in service that equates to less transportation availability for EMS transports is not advised.

Sincerely,

Hank Lipe
Fire Chief

10020 Southwest Bank Rd., Vashon, Washington
King County Fire District No. 13

TOWN OF COUPEVILLE
4 NE Seventh
PO Box 725
Coupeville WA 98239
360.678.4461 FAX 360.678.3299

NANCY CONARD *Mayor*
MALCOLM BISHOP *Public Works Director*
LARRY KWARSICK *Town Planner*
LEONARD MARLBOROUGH *Town Marshal*
JUDY THOMAS *Clerk-Treasurer*

January 14, 2009

WA State Ferries
Attn Joy Goldenberg
2901 3rd Ave
Seattle WA 98121

Re: WSF Draft Long Range Plan

The Coupeville Town Council has discussed the proposed WSF Long Range Plan and the options in both Plan A and B. We have also conferred with representatives from Pt. Townsend, and both communities concur in our input. The consensus of our opinions is stated below:

We reluctantly accept the economic realities that indicate a version of the proposed Plan B is likely to be approved by the legislature. However, we request a modification to Plan B. Service between Keystone and Port Townsend must be reliable and predictable. A single vessel in the fleet will not guarantee that. A second Island Home must be built, and in the short term. Other studies commissioned by WSF indicate the Island Home can be useful on other runs and is efficient to run.

We strongly support several of the operational strategies proposed:

Reservations: The pilot reservation program on the PT/Keystone Ferry was a good start. We are glad the plan calls for a reservation system that allows for flexibility for each route. The needs are different in each community. The reservation system provides predictability and also helps ensure that each run is full, which increases economic efficiency.

Demand Management: Obviously we cannot afford to continue to build for peak hours use. Incentives for traveling at less busy times, for smaller vehicles, to encourage pedestrian/transit connections, are all important targets.

Operational Changes: Again, the needs are different in each community. We need to work together to be certain our local priorities are met. In our case, with one boat, we need to make sure every boat is full. In addition to reservations and incentives, prioritized boarding should be considered when needed to provide appropriate service to critical users.

When planning for individual routes, please be certain to include the rest of the Dept. of Transportation and also the local RTPOs. While we don't support shifting any financial burden to the local cities and counties, we do think it is possible to identify projects that may qualify for funding available to the local entities that serve more global purposes. We need to be certain the highways, ferries, transit and elected officials are all together on decisions being made in each community. The partnership meetings held the last two years with Coupeville and Keystone should be continued.

Our final request is for predictability, and should probably be directed to the legislature. If we have to accept changes and reductions in service as a result of economic shortfalls, give us a plan and funding mechanism that will endure. If we can plan with some certainty, we are better able to adjust to change.

Reliable ferry service is essential for commuters, tourism, commerce, and the military and for the quality of life of our residents. Ferries should be considered part of the transportation infrastructure. Thank you for your consideration.

Sincerely,

Dianne Binder, Councilmember

Bob Clay, Councilmember

Ann Dannhauer, Councilmember

Molly Hughes, Councilmember

Jim Phay, Councilmember

c: Senator Mary Margaret Haugen
Representative Norma Smith
Representative Barbara Bailey

City of Port Townsend

250 Madison St, Port Townsend, WA 98368
(360) 379-5047 FAX (360) 385-4290
citycouncil@cityofpt.us

January 15, 2009

Washington State Ferries
Attn: Joy Goldenberg
2901 3rd Ave.
Seattle WA 98121

Re: WSF Draft Long Range Plan

The City Council has discussed the proposed WSF Long Range Plan and the options in both Plan A and B. The consensus of our opinions is stated below:

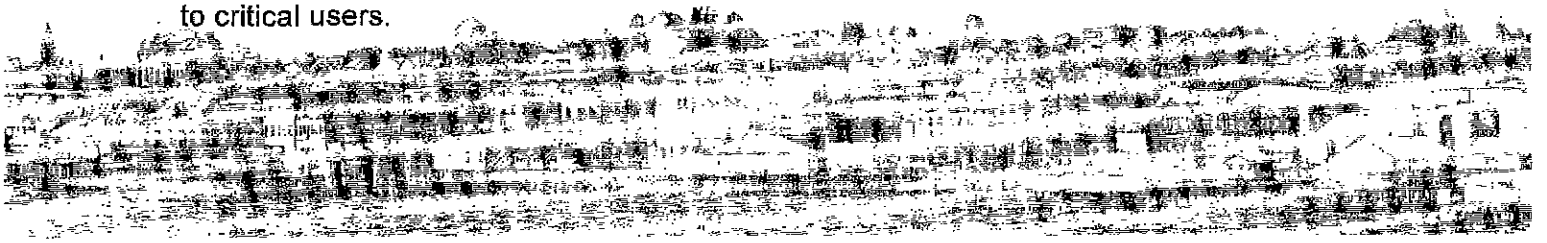
We reluctantly accept the economic realities that indicate a version of the proposed Plan B is likely to be approved by the legislature. However, we request a modification to Plan B. Service between Keystone and Port Townsend must be reliable and predictable. A single vessel in the fleet will not guarantee that. A second Island Home must be built, and in the short term. Other studies commissioned by WSF indicate the Island Home can be useful on other runs and is efficient to run.

We strongly support several of the operational strategies proposed:

Reservations: The pilot reservation program on the PT/Keystone Ferry was a good start. We are glad the plan calls for a reservation system that allows for flexibility for each route. The needs are different in each community. The reservation system provides predictability and also helps ensure that each run is full, which increases economic efficiency.

Demand Management: Obviously we cannot afford to continue to build for peak hours use. Incentives for traveling at less busy times, for smaller vehicles, to encourage pedestrian/transit connections, are all important targets.

Operational Changes: Again, the needs are different in each community. We need to work together to be certain our local priorities are met. In our case, with one boat, we need to make sure every boat is full. In addition to reservations and incentives, prioritized boarding should be considered when needed to provide appropriate service to critical users.



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Reliable ferry service is essential for commuters, tourism, commerce, the military and for the quality of life of our residents. Ferries should be considered part of the transportation infrastructure. Thank you for your consideration.

Sincerely,

Michelle Sandoval, Mayor

George Randels, Deputy Mayor

Brent Butler, Councilmember

David King, Councilmember

Laurie Medlicott, Councilmember

Catharine Robinson, Councilmember

Mark Welch, Councilmember

c: Senator Mary Margaret Haugen
Representative Norma Smith
Representative Barbara Bailey
Senator Jim Hargrove
Representative Lynn Kessler
Representative Kevin Van De Wege