

WASHINGTON STATE FERRY

PUBLIC HEARINGS - JANUARY 2009

Port Orchard, Washington

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PUBLIC COMMENT

Reported by: Linda M. Grotefendt, CCR
License No. 3013

PUBLIC SPEAKER NO. 1: Actually, a little bit of introduction and housekeeping and such. Okay, I'm part of your Ferry Advisory here at Southworth, as is Rich Barringer, in the red jacket, right in front of me, as is Jane Bedinger, and then Carl Coyle, right behind her, with the cap on.

We care deeply about what's going on here. We care deeply about your input. One of the things that we have done that's now different is, I put a Yahoo Groups page out there so that we can talk to each other in between times.

And it's just Southworth Ferry, no digits, no hyphens, no anything: southworthferry@Yahoogroups.com. Because we don't talk a whole lot except for our little groups on the boat, or when we get at the meetings. And it usually takes a schedule-change threat to bring everybody out. And that's there. And I'll get a notice down in the terminals too. Because we need to come together more as a group.

That said, let me make one comment. I'm also part of the Citizens' Advisory for Kitsap Transit; have been for 12 years. The foot-ferry thing isn't going to happen tomorrow. It's out there. There's no boats on the shelf. When they do go for the next tax election, they're basically just doing Bremerton, Kingston. We're kind of in that later add-on. So, you know, if the ferry service goes away, it's not going to be replaced by foot ferry in six months or eight months or something.

And just one comment that was made to me by somebody else is, if you don't need your whole three minutes, let somebody else use part of it so you get to go home and see a rerun of everybody's favorite movie or whatever, or you can just get up for work tomorrow.

That's the other reason for the Yahoo Group page is, my wife has been chained to the boat for 16 years, and she's too wiped out to come to these.

PUBLIC SPEAKER NO. 2: Joy Stanford. I take the Southworth/Fauntleroy boat. I email you all the time. Sorry. One thing I found out recently was that you can only purchase boats from Washington-owned companies. I'd like to see you rethink that issue. There's a lot of people that need jobs. I know Todd Shipyard might be the only game in town, but they're not the only game in the United States, and people need jobs.

The other thing I would say about that is, if there could be some stipulations of Todd Shipyards, when they are building those boats -- maybe the price would come down. As far as putting people to work, if you put some stipulations in there that they need to get workers trained and up and running, maybe we'd get our boats faster as you order them.

You spoke about quality service, Mr. Deardorf. An idea would be worker retraining. We have an issue every Friday about people loading the boat incorrectly. I'd like to see that changed. That would be quality service to me.

You also talked about coordination with other entities, transportation entities. There is already limited to no coordination right now. If the passenger-only boat goes down, then all these people have to take the boat all the way over to Fauntleroy. There's hardly ever, if -- maybe sometimes, enough buses there to get everybody downtown. If your coordination is at that level now, how is it going to be if you go down to a two-boat schedule? Okay?

Thank you.

PUBLIC SPEAKER NO. 3: Okay. I just -- I'm not all that prepared to speak, but I'm going to give you my two cents anyway here. Tom Caddy.

Just a little frustration I'm going to put out here, about, you know, why the Bainbridge Island run always has the nicer boats, bigger boats. And here it says, you know, you're anticipating a lower ridership. And, again, our services are supposed to get raised, and you're trying to take boats away from us. It just doesn't make any sense.

And, you know, obviously, you know that. That's why you put it down here. And it seems to me, also, that the frustration is that we're not getting a lot of representation on the Southworth, as much as Vashon. And I don't know if that's our problem or whose problem it is, but it seems that, you know, we seem to get the short end of the stick a lot. And so, you know, whatever reason that is, I don't understand.

You know, can we get these boats refitted, or are they past -- you know, past that point, you know, to keep things running at the same level? To downsize this seems really ridiculous to me.

And, you know, the parking, the dock itself. You know, it seems like we're always, you know, working in an after-the-fact situation, you know. Instead of being proactive, we're reactive; or it seems to be that's what I'm looking at.

You know, I've only been on this system for about six years so -- and anyway, so if I haven't used up my time, hopefully, somebody else will take it up. Thanks.

PUBLIC SPEAKER NO. 4: I wrote something down this time, because I always get up here, and, normally, when I do, I'm so angry that I get very caught up into it.

I don't envy you guys. Obviously, it's really not your fault, particularly, even though you are Washington State Ferry employees and the like. The Legislature is not beginning to do the job. The Transportation Commission is not beginning to meet the needs.

And then I was also in attendance at the Bremerton meeting. And it was interesting that, after each and every one -- there's a very cohesive group there. And probably you found the same thing at Vashon. This group is way more divergent, and I find the contradictions that exist within the ferry service on behalf of Southworth just beyond belief.

I am no longer a commuter. I am a frequent ferry user, and

thank you for the senior discount. It's really neat. I would suggest to you -- I would suggest to you that, rather than penalizing -- the commuters are the people that actually keep these things going. There's no ifs, ands, or buts about that.

So in that regard, then -- I live by the ferry dock, so I can kind of see what goes on, and it is a ridiculous circumstance for underutilization of what could be a great terminal. I'm not talking about enlarging that terminal. The underutilization of the parking lot, the ingress/egress into it and that staging on behalf of the dock -- it's just ridiculous.

Now, there was a guy named Paul Green, approaching 30 years ago, shortly after I came to this system, and he was coming from United Airlines. He was going to really show us what customer service was. I think he lasted two and a half years. I didn't see any improvement under him.

And, David, I was at the early meetings when you came on. I know you're trying, and I'll give you credit for that. Ray, I've been a little caustic with you on numerous instances, but I apologize for it. It's not your fault.

And yet, there's got to be something -- "proactive" is not a word that I like. I like "active." I like reductions in fares. You've got the fixed costs when those boats are going back and forth; fixed costs, fixed costs, fixed costs. And now you talk about reducing the speed half of a knot, something like that. That ferry leaves the Southworth ferry terminal and/or the Vashon

ferry terminal, backs in and out, wastes time, wastes fuel; I mean, creating more maintenance than you can shake a stick at.

Cary Bozman was there, first speaker, obviously, at your meeting in Bremerton, and what he said is, it's totally unacceptable, and he's going to go talk to some other -- am I getting close to the 30 seconds? I'm sure. He's going to talk to some of the people in the Legislature and the like.

I will tell everybody here, the only people that I've really seen that have a really active input that may be slightly in our behalf, Southworth, is Larry Seaquist and Derek Kilmer. Charlotte Garrido was also -- I'm over? Okay.

I'm adios. And I don't like the circumstance. It's always this way. There are never any questions that are forthcoming from the audience. Thank you.

PUBLIC SPEAKER NO. 5: Hi. My name is Rich Barringer, and you guys are at fault. I have to be different than Carl here. First of all. We've been fighting this over, with the Southworth run getting screwed over here every time something comes up. Nothing has been done to all of other runs on this Plan B except for the Southworth run -- and the Bremerton run, cut back one boat, and on a two-boat schedule at the Southworth run.

I can't figure out why you haven't done anything to the other runs, if you're trying to -- or are you even trying to divide this up so it's equal throughout the system?

This two-boat is so unfair. I know we talked about it the

last time. We're going to have a two-boat schedule -- we're going to put two boats on this Southworth run. We were going to have a shuttle between Southworth and Vashon so we could go from Southworth straight to Fauntleroy, come back again, which would be about an hour run difference, and a boat every hour.

Now, the way you were talking on here, it would be two boats, but that would be a two-boat schedule, or would it just be two boats, one leaving from Vashon going to Fauntleroy, and one leaving from Southworth going to Fauntleroy and back again and not stopping at Vashon? You don't have to tell me right now, but that's going to make a big difference.

And another thing too. You're talking about looking for money. You've got the Vashon run here that gets three times the service of Southworth and pays less. I think it's about time for somebody to step up and say, "Hey, you're going to pay for the service you get." Because we're allocated on every run in the mornings from Southworth, so we can't get the cars on that want to get on, because we've got to leave room for the people that are paying less when we get to Vashon. And that's not fair. That's not fair to any of us. Vashon likes it.

And I know Vashon is not going to go for this two-boat schedule either, because it's going to cut them down to a boat every 20 minutes instead of every 15 minutes. So I mean, you're going to have problems there.

And another thing I brought up -- the last couple meetings, I

asked if you guys could get a representative from Metro to come to some of these meetings, because there's probably a lot of people here at these meetings that would like to know why Metro is not following up on some of their needs they need for more buses at certain times or at certain places.

I know they're having rough times, the same as everybody else, but it would be nice to hear from them instead of everybody talking about having buses available but nobody is here to tell you why they can't or anything else.

And the thing is, give us a break.

PUBLIC SPEAKER NO. 6: My name is Scott Newell. I'd like to thank you both for coming out here. I'd like to make two points about this. One is fuel consumption. It's entirely likely that we've passed the peak oil production in the world, which means that fuel will get more costly and harder to get. And we save lots of fuel by putting cars on ferryboats and crossing the Sound than we do by putting those cars onto highways.

So it's very important that we keep a robust ferry system going in this part of the Sound. Seattle is an economic engine for Washington State, and it would be foolish and -- penny-wise and pound-foolish to reduce that -- to reduce the capacity in this part of the state.

The second point I'd like to make is that a lot of the information I've read from economists now -- in the last six months, we've seen a dramatic shift in the economy of the U.S.

And now, economists are saying the way to get out of this hole is to spend money. And the federal government is going to start pumping money into the system. I think it's vital that the ferry system get their hand in there and get federal money now.

I believe that you have plans ready for boats, and getting boats built in the U.S. is a huge economic driver, and it has a long-term benefit, because it is supporting this economic region.

Thank you.

PUBLIC SPEAKER NO. 7: Good evening. I've been a commuter and a user of the Washington State marine highway system--I said it intentionally--for 24 years now. And I've given up on improvements in the system. The late Senator Bob Oak was trying very hard. We never got the improvements.

But Washington State, as a government, has made a commitment to me, as a citizen, to provide reasonable, reliable transportation infrastructure. The proposal in Plan B does not meet that commitment.

And I would question whether we, as citizens of Kitsap County and users of the Washington State marine highway system, have grounds for a class-action lawsuit if Plan B is proceeded with, because we literally have made choices to live here based on the commitment our government has made to us to provide transportation.

I used to leave my house at 6 o'clock to get on the 6:10 boat. I now leave my house at 5:00 a.m. and drive to Seattle

because, at 5:00 a.m., I cannot get on the 6 o'clock boat. And that's 24 years of decreasing service. Increasing capacity; I recognize that. But now, you're actually proposing to decrease the capacity we even have now.

We can't get to work without paying money. We pay the ferry system, or we pay Washington State to go over the Narrows Bridge. We accept that for living on the West Sound. But no business is going to come here and build jobs that people can live on if they can't count on being able to get their jobs, services, goods, and people moved reliably.

We cannot count on the shipyard to employ our children and our children's children, and we need good jobs here. I've accepted a commute. I've been doing it a long time, as many of you know. I've been on it with all of you. That's fine.

But the commute is the way it is. Nobody would ever say to somebody in Bellevue, "You know, we don't really have the money to deal with your problem, so we're going to close 520. You've got I-90 as an option."

Nobody would ever go to the Legislature and say, "You know, we haven't figured out what to do with the viaduct. We're going to tear the whole sucker down. You guys just figure it out." We've lived for several years hearing, "What are they going to do on the viaduct?" But because we are, relatively, a poorer area of the state, the consideration for a major transportation infrastructure is not being given to us.

Ray, I've come to you before when you tried to do a two-boat and change our schedule. It didn't happen then. I just hope that you listen to our concerns as citizens of Washington State and users of the marine highway system that did run in the snowstorm. Metro did not. And my car ended up in the ditch when I was trying to get to that leg of the marine highway. But it was reliable transportation for the user on this side of the Sound.

So thank you for letting us have this opportunity.

PUBLIC SPEAKER NO. 8: Well, I must admit I get a little emotional. Hi. My name is Pat Bromm, and I apologize for being emotional earlier. I wanted to state I called Washington State Ferries, the one that does the vanpools. The Southworth/Fauntleroy run has 48 vanpools that run on this system.

Now, those vans hold anywhere from 8 to 18 people apiece. And at the 6:05 sailing, the vans get on first, which is nice, because there's so many of them, and they try to guarantee us a spot. And the two lines -- we have two lines of vans, and they're lined up clear up past the gate, on the gate to come in to wait, because there's so many.

Now, the ferries--I want to make one point--is a public transportation. It is not, "Well, maybe if you like to ride the Washington State ferries, meet me at this point." Most of us have to be at our jobs by a certain time. Right now, Washington State Ferries has it set up: You catch the 4:00 a.m. boat, you catch the 4:30 a.m. boat, then you catch the 6:05.

The problem with the 6:05 is, we have the Tilikum, and it's a smaller, older boat, and people try to get on that boat. And when I do have to drive over, I have to be there by 10 after 5:00 or earlier, and I'm the last vehicle on there.

And you should see the people that come up and say, "Can we get on the 6:05?" And they say, "No, I'm sorry. You're past the reserve at 20 after." They turn around and have to drive clear around.

My proposal is we put the Issaquah on the 6:05. Once people get used to having the Issaquah there, the more people will be loading it.

Number two, I just get really frustrated because I -- you know, I have a friend in Port Townsend that tried to work with the reservations system and, every day, she would call to make a reservation. And so she tried to make some reservations ahead of time for each day. And the lady says, "Ma'am, you can't make a reservation for each day." Excuse me. What are you supposed to do if you have a job and depend on that ferry?

I just want to say, how is this going to affect the vanpools, with the reservation system, and for the people that commute every day and have to drive because they don't have transportation on the other side?

And two, I have rode the buses, and they have two buses on the 6:05, express buses, that go straight to downtown; standing room only. Some people have to wait for the 54.

So thank you very much.

PUBLIC SPEAKER NO. 9: Thank you, and thank you both for being here. I think it's safe to say, when we look at the ferry system and when we look at the State's approach to financing the ferries, you can see that the boat's been heading in the wrong direction. And I think, for those of us in this room, what you're hearing is, the answer, then, isn't to sink the boat. It's to get everybody's oars in the water and right the ship and get it headed in the right direction.

I think the concern I have, and I think a lot of us have, with, in particular, Plan B, is, it doesn't accord with the interest of riders. You know, I came to every meeting that you all had in our district, and what I heard from riders wasn't that they wanted less service; it's that they wanted more service. And if you show up on any dock at commute time, you'll see that people turn away because it's too full.

I know the proposals can't be based on the demographics of this area because, if you look at the demographics, we're growing, we're not shrinking. So the premise that we would shrink service I think is troubling.

In the end, I think we need a final proposal that respects three things. One, that it respects commuters. When you propose cutting runs and cutting boats, you cut our ability to get home to our families, you cut our ability to get to work. So my hope is that all of us avoid cutting runs and avoid cutting boats.

I think it's also worth pointing out -- I don't know that this was discussed, but Plan B also cuts having any sort of backup boat. And, you know, we saw here, in South Kitsap, what happens when there's a disruption in the service and there's not adequate backup. It disrupts our ability to spend time with our families. I remember standing on the dock at Southworth with a mom who was crying about her inability to see her kids when we were down a boat. So we know what that's like.

The ferries are our marine highways, and we can't solve the problem by cuts that affect commuters and by continuing to pile on the fares on commuters.

Second, we need to respect our ferry communities. I'm very troubled by the notion, in Plan B, that we would change the focus of passenger-only ferries and, rather than looking at them as a valuable complement to the existing system, that we would begin to look at them as a substitute for the system we have.

And the notion that -- I mean, if it's not an unfunded mandate, at the very least, it is an abdication of the State's role, and I think that's a mistake.

I also reject the notion that this actually saves us any money in that we have not looked at the economic impact of the boats. Ferries are our marine highways, and they are the lifeblood for the West Sound. We're economically dependent on them.

And finally we need a final proposal that respects taxpayers.

I appreciate the proposal in that it proposes reducing some of our terminal construction costs and optimizing around boats that float. I think that's a good idea.

But I encourage you to look at ways that we can cut administrative costs, costs of design, costs of procurement. We've got to get more in line and still meet the needs of our communities and our commuters.

Let me end on this note. You have a room full of people who want to have their oar in the water and want to right the ship, and I ask you to hear us. And, you know, oftentimes, we'll do these public meetings and we'll get comment and we end up with the same thing we started with. What I'm asking you to do is really hear us and take in what we're saying and make sure that we end up with something that respects our commuters, our communities, and our taxpayers.

Thanks.

PUBLIC SPEAKER NO. 10: My name is Sheldon Levin. Mr. Moseley, you started out the meeting by saying the current ferry system is unsustainable. Are those your words, or are you quoting someone else? Is it Governor Gregoire, or is it the State Legislature? It's your words? Then you should be fired, because your job is advocacy and not negative statements such as "what I'm supposed to manage is unsustainable."

You should be going out and getting the money that is necessary to make it sustainable. That's your job, and, if you

don't know that, you better learn that.

If the State Legislature is not going to provide funding, you should be down there lobbying for that funding. You don't hear the State Legislature, or anyone, saying our criminal justice system is unsustainable or our highway system is unsustainable.

You know, when the snow fell on our roads, the only way that we could get to the airport, to the hospitals in Seattle is with the ferries. Those were the only transportation systems that continued to work. They are a necessary system, and it is sustainable. It's called priorities.

Senator Kilmer was just here talking to you. He should be turning towards himself. He is part of the Legislature that is perhaps not providing the funding to make it sustainable. He should be down there with his colleagues from Kitsap County, working to make the funding available.

A couple other issues I want to talk about. Plan B. Kitsap County already tried Plan B. They tried to initiate a passenger-only service out of Bremerton. They had an election; it failed. Plan B will not work, because it will fail again, especially when you have two counties involved.

You have Kitsap County and King County; the ferry from Bremerton to Seattle. Who is going to pay for it? You know when you had a passenger-only boat from downtown Seattle to Vashon, that's all King County, and it can be done. But when you have two counties working on an issue, it's difficult to make happen.

The other thing I want to talk about is cost. I wonder if you know how much it costs for a family of four to visit their grandparents in Bremerton during the summer peak. Do you have any idea? It costs \$50, or \$49, roundtrip for a family of four to go to Bremerton during the summer. That's not reasonable.

And then you look at the cost of the fare box. You say you want 90 percent of the fare-box revenues for operations. Metro only gets 21 percent of its operational costs from its fare box. Why do we need 90 percent on the ferry?

PUBLIC SPEAKER NO. 11: I just want to comment about something I wasn't originally going to say. Standing back there, I notice that there is actually a total of three sign-in sheets, one for an email, one to say you're here, one to say you want to speak. Like everything else that I've seen in the ferry system, it's confusing, and we don't understand what you're trying to get -- you know, what you're trying to hear from us. Maybe you need signage or something.

Anyway, my husband and I moved to Kitsap in 2001. We moved here from King County. We never really thought too much about that we were moving from King County to Kitsap County. We didn't really think about those political, county considerations.

We moved here because it was affordable housing and we could make a commute without having to spend 100 miles roundtrip on the freeway. And like the person named Kelly was saying, we expected that our State would support us with a level that we knew existed

at the time that we moved here, and we're very disappointed that, ever since we've been here, it's been a fight.

It's been a fight, and what I've heard other people say about service in Southworth versus service elsewhere in the county and elsewhere in the state -- I don't understand it. I suspect, from other meetings I've been at, there's something political. And maybe it's economic. But, you know, help us understand what this is that we need to do to convince you that we're valuable.

I work for the Seattle Community Colleges. My husband works for the King County Justice Department. I think we're making a contribution in the Puget Sound. We are not citizens of Kitsap. We're citizens of the Puget Sound.

And it's my understanding that our goal in, you know, '20s (sic), is that we are going to become a more mass-transit society. You want us to be off the freeways. Well, do something about it.

So I don't have anything more than that.

PUBLIC SPEAKER NO. 12: Good evening. I first got my driver's license the same year that Washington State Ferries took over the system. It's been downhill since then for the ferries. At that time, we had three boats on the Bremerton run. I'm sure, if you want to look back in history, you'll find those old schedules. They're quite interesting. Even though they had to turn around -- they were single-engines, but they still did three boats, and they left about every 50 minutes.

Manchester was served with the same number of boats it has

today. At that time, we had less than 100,000 people in Kitsap County. We are now approaching 300,000 people, and you're thinking of cutting it down to one boat? It's unbelievable, the level of service that has shrunk serving Kitsap County. The other runs are about the same; they're static. At that time, we also had a three-legged run from Bremerton to Winslow to Seattle.

But I worked in that transportation -- mass- transportation system myself. And in my company of approximately 150 people, there's about 10 that commute from over on this side of the Sound. But we work variable hours, quite variable. And I just bid a new piece of work, and I didn't realize that the winter schedule was going to take out the 11:30 departure. I have to drive around now, on Saturday and Sunday, to get to my work, unless I want to waste an hour and a half on the other side of the Sound, because of that one run being taken out.

The problem that we have today is not yours, of course. It's a problem of negligent legislators over the last 50 years. Mr. Tim Eiman is also part of the problem. If we shut him up some time or other...

The reason we haven't replaced our vehicles -- if my company did that, we'd be riding on World War II buses, for God's sakes. And Metro would be running around on horse and wagons. You have to have a replacement schedule for vehicles no matter what kind of vehicles those are, whether they're cars, buses, trains, or planes. And we haven't had any kind of a reasonable replacement

system in place in this ferry system for decades.

You talk about trying to cut down one mile per hour. That's one of the silliest ideas I've ever heard of. You could save 10 times that much fuel by running this ferry directly from here to Fauntleroy without those two stupid turnarounds. You could also make several more crossings per day--at least eight more crossings--with that 12 minutes that's wasted with that ferry sitting over at Vashon every time we want to go to Fauntleroy.

It's approximately a 15-minute crossing. It takes us 40 minutes to do it. And then we get loaded at the back of the boat so the Vashon people get off first after they make their little 10-minute trip.

Those passenger-only ferries would have to be at least 500-passenger boats in order to handle the load that they now carry. If you've ridden on one of the 5 o'clock departures out of Seattle, every cotton-pickin' seat in that boat is full and standing room only everywhere on the boat. That's over 1500 people. Now, how you're going to handle that many people with passenger-only boats is beyond me.

Thank you very much. But all of us in the ferry- commuting family have lot of ideas on saving money, but how do we get heard? Just like everybody else has said tonight, when do you get the questions in?

PUBLIC SPEAKER NO. 13: I thank you for the opportunity to speak to you all tonight.

MS. COURSEY: Would you please speak to the gentlemen?

PUBLIC SPEAKER NO. 13: I can, but my comments are really directed to all of the ferry riders who are here with us tonight. My name is Oriana Futrell. I am Representative Larry Seaquist's new legislative assistant. He wasn't able to be here tonight as he is in committee, so he does send his regrets.

But I am here to tell you, as you are all probably aware, that Representative Seaquist is very concerned about the state of our ferry system and is very concerned about Plans A and B and feels that neither is a suitable solution to the problem that we have.

So Representative Seaquist is organizing Citizens Write Plan C. We will be holding an informational/organizational meeting this Saturday at the Norm Dix Government Center in Bremerton. We would really like for as many of you to come as possible.

We will be beginning at 9:00. We'll probably go till 12:00. And it's Representative Seaquist's goal that we're going to write a new plan. So we have support from Mayor Cary Bozman's office as well as the Kitsap County Council, as well as many, many citizens who signed up at last week's meeting in Bremerton. So we do hope that you will be there.

I will be in the back with a sign-up sheet as well as some informational flyers, so please see me on your way out. I'd love to answer any questions that you might have.

PUBLIC SPEAKER NO. 14: I'm Teresa Morrison. I'll just try

to make this quick. Not only is this an economic and commuter vehicle, but it's also a tourist vehicle. People do come to ride the ferries, so we just can't let Plan B happen. I mean, please.

My other comment is really aimed at the Department of Transportation and the legislation. In the newspaper tonight, the "PI" and the "Times" are announcing that Governor Gregoire has decided that we'll go with a tunnel for Seattle. So my comment is that Seattle seems to get a tunnel and we're getting the shaft.

PUBLIC SPEAKER NO. 15: I'm Keith Johnson and I'm a licensed CPA in the state of Washington; have been for 18 years. I've helped draft numerous proposals and recommendations for boards of directors. I wanted to give you just a criticism a little bit on the plan.

I think it's a pretty good plan for a Plan B and a Plan C, but we need a new Plan A. And the Plan A would be what is the optimal improvement plan for this community and our state.

I was raised with probably the naive notion that the standard of living would increase in the United States, and especially in the state of Washington and the beautiful city of Seattle, and that we would leave a better legacy for our children to come. Neither one of these plans does that. I think we need to figure out how we can improve the system, get better frequency, better ridership, make sure that the economic development occurs on both sides of the Sound and doesn't restrict our ability to grow going forward.

The small, little points I'd like to make: First of all, Southworth/downtown route. We've always been viewed as just being the other Vashon destination than Fauntleroy, and we've never been given our own identity and our own voice as far as if we wanted to have a route from Southworth to downtown. It just seems to always get ignored.

And I think the ridership is going to improve, especially the growth. The population growth expected, 66 percent, or whatever you quote in here, justifies at least a reconsideration of that.

And the other thing that I'd like to say is, we need to plan, for this new Plan A, better parking lots, better transit options, better coordination of transit, and more consideration for the environmental impact of taking more and more cars off the road.

That's what I have to say.

PUBLIC SPEAKER NO. 16: My name is Jane Bedinger, and I'm a member of this Ferry Advisory Council, and I have come to a lot of these meetings and heard a lot said that is not reflected in this plan in any way, shape, or form.

First of all, this ferry system has been failing for years, and you know it, and you're keeping up the proud tradition. You know very well that neither plan could possibly be acceptable. One is, like, way too expensive, and the other is way too stupid. And I've been in advertising enough to know how you slant the deck. And you didn't give us a rational plan at all.

You know that we are the fastest-growing route with the

highest percentage of commuters, and you suggest trimming our service. And you have provided no reason. We're just supposed to sit and swallow. This whole premise is flawed, and you know it too. Because the people that depend on pavement do not have to pay for their operating expenses.

As somebody else here says, Metro pays 20 percent. We already pay 70 percent, and the whole thing is stupid anyway because we're taxed twice. We are already paying for Washington State Department of Transportation. And we pay hefty fees already.

And you have the nerve to suggest that, somehow, we have to solve the problem. No. That's not our problem. We have told you solutions, and you have ignored them over and over. I have sat in the room and heard it before.

Then you have the nerve to come here, and we don't even get to ask questions? We have to have some kind of, like, planned testimony? What -- that's baloney. You know, that's just baloney.

The other thing is the -- you know that this county carries the big burden. Bremerton is the home of servicemen, people that are serving in the Navy. We've got the subs. I mean, we're a service community, and we offer things up to the State, and yet we can't get federal funding because of a stupid Washington-only -- this is bullshit, and you know it, and you should be doing something about it.

That's what you're paid for. I'm not paid for this. You're paid and paid well, and I don't see anything here that makes you deserve it.

The other thing is, you're rationing our transportation service here in Kitsap. You're -- they talk about rationing healthcare. You're rationing Kitsap transportation service. Based on what? Based on what?

You're so determined to have a ferry reservation system that's going to cost 40-some millions of dollars, but you haven't even explained one single bit how this saves the State money. You haven't got any details in here. You don't say what the two-boat ferry schedule would be. You don't say what the savings to each of these are.

I mean, this is incompetent. I wouldn't take this kind of crap from my secretary. We -- I mean, I think that you had better do a much better job, and I really love the idea of the class-action lawsuit, because, theoretically, you're getting paid and you are not providing.

PUBLIC SPEAKER NO. 17: Hi. My name is Lonnie Hanson. I've been a ferry commuter since 1980, a commuter for work since 1995, and, ma'am, you're going to be one tough act to follow. My understanding of the Washington State Ferries is they are to manage and maintain the marine highway system for the State. When we needed more freeways going east from Seattle, we built a freeway system. We needed to handle more cars going from east to

west across King County, we built a bridge. Oh, my goodness, we built another bridge. Oh, my goodness, we replaced them both.

Your job is to expect the demand on this system, how many people, how much commerce, how much transportation that has to go across Puget Sound. From Kitsap County to King County is your big customer. Everything up north is all tourist attractions. Of course, there's people that live on those islands. They live on those islands because they have a ferry system that they can rely on. We live in Kitsap County because we have a ferry system that we wish we could rely on.

Your job is to anticipate the demand, manage the system, go to the Legislature, on your knees if possible -- if necessary, and say, "This is what we have to provide; this is how much it's going to cost," and they will fund it. But when we have marine engineers that get hundreds of thousands of dollars a year in salary, that design a marine firefighting system on a boat with ferrous steel, so the first time you run saltwater through it, it rusted out and caused us \$400,000 of re-work -- is that marine engineer still employed by the Washington State Ferries? I'll bet your ass he is.

It's been mismanaged, like a previous person says, for the last 50 years. Take your \$100,000 salary and fix the system.

We will go to our legislatures. We will write letters. We will storm Gregoire's office and demand they fund it. But we are not going to demand a mismanaged system be funded. You show me

that this ferry system is running as efficiently as it can, we'll pay 10 bucks to walk on the ferry to go to Seattle to watch the opera. You show me this is the best-run ferry system, the best-maintained ferry system, and the best-customer-service ferry in the world, we'll pay \$25 dollars to drive our car around.

But your customer service and your system has been going downhill for 50 years, and what do we get in response? Higher fares, less service, less customer support.

And I can wrap it up in one phrase for our whole opinion of Washington State Ferries. Six or eight years ago, we were on a two-boat schedule. After the third boat left Fauntleroy to go to Vashon only, you know what the ferry worker at the dock says? "Well, you guys have a choice. You can drive around." Thank you very much.

PUBLIC SPEAKER NO. 18: Hi. I'm Mary Margaret Cromarty. A dozen years ago, I was here. I could figure that, any time that I left the dock, I was going to be in Seattle -- anywhere in Seattle an hour later. Last year, my commute to Seattle exceeded three hours, roundtrip. I'm now working in Bremerton. But I'm lucky. Most people can't make that kind of a change.

The ferry system is part of the State highway system. No one would ever think of privatizing Snoqualmie Pass or the Evergreen Point Floating Bridge, yet you're talking about privatizing part of the ferry system, privatizing part of the State highway system.

I don't think that's appropriate.

The long-range plan shows that the level of service that -- the level of service that the Southworth/Fauntleroy run is now using is at the max of the standard about 25 percent more of the time. And that doesn't -- and Plan A is barely providing an adequate increase. Plan B is decreasing it.

Obviously, it's assuming that Kitsap Transit is going to step up to the plate, and Kitsap Transit has proven that it can't step up to the plate, that it doesn't have the support, the plan, the adequate resources to step up to the plate.

I think that Plan B is -- Plan B is just something else because you had to do two. My fear -- well, my fear is that somebody along the way is going to say we can't afford Plan A, so the plan that was just because there had to be two will get passed.

PUBLIC SPEAKER NO. 19: Hi. First off, I'm not a commuter. My husband used to be a commuter on the Southworth run, and one the best days in his entire life was the day that he got a job that allowed him to be in Kitsap County and he didn't have to get up at 4:30 -- well, leave the house at 4:30 in the morning in order to get the ferry to get to his job on time.

Second, just as an aside, nobody works harder for us than Derek Kilmer. He's in Olympia all the time, and he didn't miss a single vote last year. So I think it's great that he came here. And I wonder where Jan Angel is, who actually lives here; and she

didn't bother to send a rep here, which, to me, is true to her form.

There's no doubt that we have to do something serious about the budget in Washington, because the way that we fund our government is absolutely ridiculous, but we're stuck with it right now.

The two alternatives -- I agree with Mary Margaret, the two alternatives are bad. They're both bad. And you've got to wonder about Plan B, if it was just a guise.

First off, the ferry system is top-heavy. It is top-heavy. It is mismanaged. There are lots of things that could be done private -- through private business at less cost and perhaps more effectively.

Two, getting Kitsap County to take over an aspect of the ferry system, the passenger-only system, is absolutely unfair as well as unreasonable. I mean, it would take years for it to happen. But also, the employers, the businesses, the government offices in Seattle all benefit from Kitsap County's commuters going there. So it isn't just our problem.

And the vessel design and maintenance is something to consider, if it could be done more effectively in another manner.

Let's see. And we have to figure out a way to promote tourism better and make it easier for tourists to take the boat, make it more attractive. That one's going to be a harder nut to crack. But the Tourism Commission could get to work on this, and

we could have a little bit of synergy between the Tourist Commission and the Department of Transportation and hopefully solve some problems.

So thank you.

PUBLIC SPEAKER NO. 20: Hello. Lloyd Gorman. As I look at all these plans, it looks to me like you're just making the ferry system just a novelty for tourists and it's not really a functional, viable transportation option to get to Seattle. It's just, you know, something fun to do on the weekend or something, not anything good.

I moved up here in 2005, bought a house over here in Kitsap. I work in Seattle, so I've commuted not too long. This affects my property value, obviously. Everybody knows that. What I'd like to see -- or what I see and I would think is, you know, most people that commute here from Southworth -- I would say the vast majority really want to go to Seattle -- is to just mix the whole thing up. Get rid of the Southworth to Fauntleroy. Make it Southworth to Seattle. Let Vashon do their own shuttles.

And if you have a Southworth to Seattle, you could probably get with Kitsap Transit and work with them and make that a viable option, with the foot-passenger ferry and a transit bus to go from downtown Port Orchard to Southworth as being -- give Kitsap residents two options, to take Bremerton or Southworth, if that was it.

Right now, a lot of people don't even bother going to

Fauntleroy, because, when you get there, now what? You're in a residence somewhere when you need to be downtown.

So that's about all I've got to say.

PUBLIC SPEAKER NO. 21: I've been commuting for, believe it or not, 15 years. The service has gone down horribly, and I've ridden every run. I've commuted from Bremerton for four years. I've commuted from Port Orchard/ Southworth run about five years. And I've even commuted from Bainbridge and Kingston.

The disparity in service is criminal. It's discrimination, blatant. I mean, there should be a lawsuit. It's blatantly discrimination based on money. That's it. There's nothing else to say. Money and influence. But it's ridiculous.

If you're going to cut anything, you'd be better off running an hourly run from Bainbridge. The boats are big enough to handle the cars. You could move -- there's more things you can do than what you've outlined.

Also, it's ridiculous to run a boat from Southworth to Vashon to Fauntleroy. Number one, it's serious terrorist action waiting to happen. Somebody can drive a car on, say they're going to Fauntleroy, walk off Vashon. Somebody could pick them up. They can go to Tacoma and, by the time they get off there, that boat can be blown up. It's ridiculous. I mean, criminal. I'm surprised the Coast Guard hasn't thought of it.

There's no reason you should be stopping and turning all those boats around and going. If you're going to have three

boats, fine. Have one that goes from Southworth to Fauntleroy, have one that goes from Vashon to Southworth, and one that goes from Fauntleroy to Vashon. You're creating the opportunity for a boat to be blown up by doing that. You're also wasting gas, wasting time. It's ridiculous.

The other is, there's no reason -- the reason the numbers have gone down in Bremerton is because of the lack of service. I work with federal commuters. The government pays for us to ride the ferry, all right? Number one, it doesn't cost us any money.

Do you know where everybody is going? They're going to Bainbridge, over here to Southworth because, A, it's shorter; B, Bainbridge is more reliable. You pull a boat off of the Bremerton run to go to Kingston, to Bainbridge. Come on.

That means I'm stuck for another hour and a half to two hours in Seattle. It's ridiculous. There is -- you know, number one, they should suffer; their boat broke. Number two, you're making everybody else suffer. I mean, it's just criminal.

But, to me, the biggest one is, you need to work with the City to make transportation for the Fauntleroy run better. If you're going to keep the run in Fauntleroy, have the park take out the tree line, put in two lanes of traffic, one to Southworth, one to Fauntleroy. Number one, you won't miss your boat if you're going to Southworth, if the boat is going, because you can't get to the dock.

So, I mean, think about these things.

PUBLIC SPEAKER NO. 22: Well, it's kind of funny that I watch you gentlemen writing a lot, and I really wonder what you're writing. It seems to me that you write a lot when you're nervous or embarrassed; and I see a lot of writing, because you don't have the eye contact with the person who is embarrassing you.

And I see you write things like, "I've been commuting for three years." Now, why would you write that down? We have a transcript person here that's going to give you all of this verbatim. What are you writing? I'd ask you that, but, of course, I can't ask you that because we don't allow questions here.

So I agree with one of the earlier people who said that "I blame the Legislature," although a lot of them are trying hard to rectify the problem. Seaquist was mentioned. Kilmer, certainly. But I blame you guys a lot.

I think it's really important to understand the room we're in right now. It's a room of learning. It's a school, and I believe you guys really should go back to school to learn how to run the Washington State ferry system, because it's not being run well at all, and I would give you an F if I were grading this. And I guess, to some degree, I am.

There are a couple old sayings that I think are appropriate here. One is, if you're not part of the solution, you're part of the problem. And I really think, gentlemen, you are part of the problem and have been for a long time. Not just you specifically,

but you as an institution.

I also think of the old phrase, if you always do what you always did, you always get what you always got. I don't see any changes coming out of your mouth or out of your report. I see rhetoric, I see delayed panic.

And, a couple of people very eloquently said, you've had decades to know some of these problems were coming. Yet here we sit. The panic button is being pushed repeatedly, and it's not your fault. It's our fault. It's Kitsap, it's someone.

Well, that's ridiculous. And yet, you live by that. So why do you gentlemen have your jobs if you're really operating on that kind of a short leash? I don't understand it.

To me, you guys are like Detroit right now. You've seen the problems coming forever, but you've had your head up the ass so much, you really are not capable of making a change until Congress kicks your butt. Well, there's no Congress here, but you're not taking any blame.

And the fact that you've had all this time to make these changes, these plans, and have done essentially nothing -- the earlier comment by Deardorf, saying something to the effect of, "Well, you know, the unexpected or unanticipated cost for boat replacement." And then the gentleman here said, very well, "Unexpected?"

PUBLIC SPEAKER NO. 23: I just have a couple comments. I guess my first comment would be, I find it very interesting

that, in a system that has 11 routes and affects 10 to 11 million riders per year, we're given five weeks to comment on this plan, and the plan that we're given to comment on is so vague that it doesn't tell us anything. So how are we to make any comments and give you intelligent feedback on this plan when there are so few details about how it's going to be implemented, how it's going to affect us, how it's going to affect our route, how it's going to affect our ridership? Basically, you're asking us to comment on something that has no information in it, and that's probably a waste of everybody's time, including mine.

Part of what we've heard is that you'd like to route our Southworth boat to downtown Seattle. Well, we all know that downtown Seattle is facing a little crisis of its own in the replacement of the viaduct, or now, I guess, it's going to be a tunnel that's going to be a massive multi-, multiyear construction project, and it's going to take place right in the area where Coleman Dock funnels traffic into downtown Seattle.

How much sense, based on your ridership figures today, would it make to drop another 1500 to 2,000 cars per day onto Coleman Dock in the middle of a huge construction project that's already going to be the biggest mess that Seattle has ever seen?

Not everybody wants to go to downtown Seattle. Contrary to what some people have said, there's a lot of Boeing employees, there's a lot of people who work in the south end, work in Georgetown, work in West Seattle, who own businesses in West

Seattle, like myself. I don't want to go to downtown Seattle, and I know a lot of those people don't want to go to downtown Seattle.

There's a lot of Vashon people who would like to go to downtown Seattle. So maybe, rather than have a boat that goes from Southworth to downtown Seattle only, you should have a boat that goes from Southworth to Vashon and a boat that goes from Vashon to downtown Seattle and a boat that goes from Southworth to Fauntleroy, like you do now.

Finally, I also find it very interesting that, according to the figure published in the "Kitsap Sun," the only route that saw growth in 2007 in the ferry system was Bremerton. So what do you want to do? You want to cut service to Bremerton. How much sense does that make to you? It doesn't make any sense to me.

Finally, how is spending 30- to \$45 million, in a time when you're already facing a huge budget deficit, for something that will not increase revenues, has questionable benefits to any of the ridership, and is not going to save you money going to do anything for you? How does that make sense?

Thank you.

PUBLIC SPEAKER NO. 24: My name is Donna Shows. I've been a resident of Kitsap County for over 10 years. I have never had a day of receiving a paycheck in Kitsap County, from a business in Kitsap County. Every paycheck that I earn comes from Puget Sound at large. I go across not only my five-day commute, but in order to get recreational and educational services.

I take my daughter to West Seattle every Saturday. Six days a week, I'm on this system. Now, first of all, I didn't mean to start with a negative. I do appreciate having service. I do appreciate not having that tension of having to drive around through the Narrows.

I do that half the time. I drive -- I go across, and I will often drive back through the Narrows, because I don't have the service available to get me home to the rest of my family in a timely manner. Or I have visitors and errands to run in the South Sound.

I traverse Seattle, Redmond, around to Tacoma. I do the Narrows. I pay my tolls there. I do the ferries. I pay my tolls there. Is that happening in Spokane? Is that happening in Bellevue?

I love where I live. I love being able to see the stars. I love being able to hear the peepers in the springtime and watch the birds fly all seasons, the wonderful people that are my neighbors, and my commuter friends. This is a wonderful community, and this State is not treating us as though we are wonderful people.

It's not the way I want my daughter to be raised, knowing that not only are we not getting the quality of service that other residents of our community are receiving, but there are comments that are not being taken seriously by the people who are supposed to represent us, by a government that's supposed to represent us.

It's painful for me to sit on the boat with my daughter on a Saturday afternoon and hear a ferry crew complain, at the end of their shift or on a shift change, waiting for things to happen, and to hear a 10-year-old listening to the gossiping that's going on.

Or even at 4:30 in the morning, trying to nap and listening to the internal politics going on. As commuters, we are acutely aware of the internal politics and the acerbic personalities that are commonplace in the system.

We like to be treated as good people, because we are good people. And we know that many of the employees of the system are good people in and of themselves. But there's something about the system, something that festers people who've been around for a long time, and I don't want my family to get caught up in that festering.

I thank you for the service. Snow days, we could still get around to the other side without murdering ourselves going across the Narrows, and I thank you for having crews available to get us to where we needed to be and where we wanted to be.

But I want to say that we need more. It's not just us. There are other factors than people in this room.

PUBLIC SPEAKER NO. 25: I'm Dennis Dorr, D-o-r-r. Just some comments, real quick, about -- you know, because I don't like the plan because, right now, I have between a 13- and 14-hour day. I leave my house a little after 4:00 in the morning to get home,

if I'm lucky, a little after 5:00. If not, a little after 6:00, and that's on the Southworth/Fauntleroy run.

And I have questions about -- you know, I looked at this lightly, and do the people that wrote this thing -- do they ride the ferries? Do they ride it on a regular basis, or not?

And just one last comment, and if any of you here work for the ferry system, excuse me. But do you have a dress code? Those guys -- the only way, a lot of times, you can tell these people work for the ferries is by their orange vest. They are the sloppiest people.

I would say a good third of these people -- they look like homeless people. They walk around with their shirts untucked, unironed. Their hair is just (indicates sound), you know. You don't see State Troopers looking like that, and they work for the -- you know, basically the same system.

You know, if I went to work looking like that, I would be out looking for a job the next day. You know, and, to me, that's all part of service, and that's where you get pride in doing your job, is when you look like you're there to do your job, you know.

And I just wanted to throw out that comment. Have a good night.

PUBLIC SPEAKER NO. 26: The one I forgot, mainly, is, number one, you put in the new "not have to go pay a person" kiosks. Great. However, you added two more bodies to watch the turnstiles. Why?

Next question. You still have three bodies at the Seattle terminal taking money. I've worked for the government. I've done quite a bit of traveling. I've traveled on a lot of other public transportation systems. Number one, in D.C., you have one person watching twice as many turnstiles.

Number two, there's nobody taking money. There's a machine that takes a credit card. If you have a senior discount or a youth discount, you're issued a card. You go to an office, you get a card, and you use one of those to go and get paid. That's how you do it.

You don't have three people, on salary, to take money. It's kind of ridiculous, in this day and age, that you need that. Everybody is using debit cards. The machines take debit cards, they take cash, either one. You can buy them over the Internet. It doesn't make sense. It's not cost-effective.

The other is, you need to look at your house before you come to us and ask us to foot more money. You've got too many managers. Your crews aren't managed right, the schedules aren't managed right. You need to look at you first and then come and ask us to foot a 90-percent bill, which, we're actually paying 110 to 120 percent, because we're paying our sales taxes, our car tabs, and our fares.

That doesn't make sense. It doesn't make logical accounting sense. Any company that doesn't get -- we don't get good customer service. Come on. It's ridiculous.

The other thing is, if you're going to pay State Troopers to sit there, why not have the State Troopers watch the people jump the gates rather than pay two more employees to sit there? It's kind of dumb. You're now paying double-duty.

I mean, just look at your own house and clean it up. And, really, if you have to bring in outside auditors and have them look at it -- I'd rather pay for that and have it done right than pay for an increase in fares that's not going to do anything good.

PUBLIC SPEAKER NO. 27: I'm Rich Barringer. I'm with the FAC here. And now you know; I guess you've heard enough tonight to know that nobody is in favor of A or B. And I don't even know why you guys brought this up, because neither one of these are close to what we need.

Just like the one gentleman said here tonight, and I've said it before, that if wasn't for the commuters on these ferries here, they would all be parked and you guys would be out of a job. But what you're doing is you're affecting all the commuters that ride these boats, which is costing you money, because, once you start cutting into people riding the boats that are commuters, regular commuters, and they quit riding the boats or going someplace else, you're going to start losing money. And if we all quit, the boats will be sitting.

So I think you better start taking care of us than -- because you want to pamper us, to have more people ride the boats so you can make more money. The way it is now, you're playing with

what's feeding your -- I don't know.

And then it's just like -- I've talked about this before: the fuel tax. I cannot believe why the Washington State Ferries are paying fuel tax on all the -- all the other counties, State, everything -- they don't pay fuel tax. I've asked this question before at other meetings, and I've never gotten an answer. That's got to be a couple million dollars a year you guys are paying in taxes. Why are you any different than the State Transportation Department -- Highway Department? They don't have to pay fuel tax. I thought we were all in the boat. Well, I guess. Boat. That was one thing I could never figure out, and you guys couldn't give me a straight answer on it.

That would be a big help. It's all these little things you guys are looking over and going for the big things. But the thing is -- the biggest thing is, Southworth does not like this plan, A or B, and I think you ought to come up with something else before you take it to the Legislature. Or just forget the whole thing, because it's not going to fly here, and I know it's not going to fly at Vashon, or hasn't.

PUBLIC SPEAKER NO. 28: Hi. My name is Brad Seger. I've been a commuter for about 17 years, and I've commuted on Vashon Island and commuted on Fauntleroy for about seven years. And when you go down to the two-boat schedule -- when I lived on Vashon, we used to laugh, because it seemed like we got all the boats. We left all the Southworth people behind. But now I'm one

of the Southworth people. I know what it feels like.

Anyways, I'd just like to talk a little bit about the economy, the way the economy is right now. You know, there's a lot of layoffs going on. Businesses are cutting back. They're seeing where they can streamline their business. And what I've been hearing here is cutting back on the service. But what about really streamlining the business itself; you know, the administration and all that?

And I'd just like to touch on one example I had about three months ago with my wife. She commutes back and forth to Vashon every day, and she bought a ticket book. Well, she paid for the ticket book to go Vashon. However, she was issued a book to Fauntleroy.

So she went ahead to Vashon that day. But the following day, she went to catch the boat, and they told her what line to go into, and my wife said, "Well, I know what line I need to go to," and she goes to the line to Vashon. Well, they chased her down, and they said, "You're in the wrong line."

And so my wife explained, "Well, I commute to Vashon every day. I bought these tickets yesterday." And the ferry worker said, "You make it right, then." So my wife had to go all the way back to the booth, you know, to try to resolve the issue. However, they would not let my wife on the boat until she bought a new ticket book, all right?

So this was an error of the ferry system. It took almost

four -- four weeks to resolve, because she had to file the paperwork for a refund. Last time I went to the grocery store, I got a refund the same day. Then the ferry system said they put the check in the mail. We had not received it. And so they said, "Well, we're going to have to issue another check. But now, we need a notarized statement from you that you never received this check."

Well, I talked to the ombudsman. I says, "Well, that's real simple. All you've got to do is check to see if this check was cashed. And if it's not, you can cancel it." But they would not do that. They said my wife had to go down, get a notary public, get the form from the ferry system, fill it out, and have it notarized.

So we were totally inconvenienced. The ferry system kept saying, "Well, we're sorry, but this is our process. The Treasurer requires this." So, I mean, I look at the number of hours that were involved to resolve an error of the ferry system, which, with the grocery store, they would just issue a refund, you know, right there, on the spot. However, the ferry system took almost a month to resolve it.

So that was money out of our pocket. Fortunately, we have savings accounts and all that, so we were able to afford it. But when times are tight right now, imagine somebody right now that's living off unemployment, having a tough time, and then being denied access to the ferry because of a problem or an error of the

ferry system.

So I just wanted to bring that to your attention. So what I'm saying is, you need to look at your own house. You need to see where you can clean up a little bit, not just drop the ball on the ferry people here, because it's us -- I mean, if it wasn't for us, like they were talking about here, you wouldn't be here.

Thank you.

PUBLIC SPEAKER NO. 29: Thank you for letting me speak again. No more criticism about the WSF. You know, the bottom line is you guys haven't been doing this for 50 years. If I remember correctly, you wanted the job.

MR. MOSELEY: You bet.

PUBLIC SPEAKER NO. 29: And you watched many WSF directors come and go on top of you. They'd recruit from out of state, but you've actually been with the system for many years, but you wanted the job.

MR. MOSELEY: I did.

PUBLIC SPEAKER NO. 29: And I think that you're sincere. You would like to fix it. You want it to be well-managed, you want it to be -- it would be great if you could make it self-sufficient. That's never going to happen, so we have to rely on our fellow taxpayers across the state to supplement this.

But you guys -- if your Plan B is solely to save money, reduce your operating costs, reduce your need for capital

expenditures continuously, to replace boats -- I was in the Navy for 20 years. You don't build a boat and it runs by itself for free forever. It costs millions and millions and millions of dollars to keep them afloat. It costs even more money to replace them. The U.S.S. George Herbert Walker Bush only cost \$6.5 billion. So you guys buy boats a lot cheaper than that, and it don't cost you near as much to operate.

Anyway, if you want to save some money, start thinking outside the box. Everybody grouses about the triangle. There's no reason to have the boats doing this (indicating). You have a three-boat schedule; two of them run clockwise constantly, one runs counterclockwise. Every other run goes to where you want it to go.

If there's a two-boat schedule, one boat runs clockwise, one boat runs counterclockwise. Every other boat goes where you want it to go. Vashon isn't going to like it; Southworth isn't going to be happy with it, but we're going to be a lot happier with it, because we don't like watching three boats leave while we're waiting for our one boat. And with your two-boat schedule, that's what happens.

You want to save more money? Tell the Legislature you can drastically reduce your operating and capital cost by building a bridge from Bainbridge Island to Bremerton. Close down the Bremerton ferry terminal. It's a five-minute car drive from downtown Bremerton to Bainbridge Island terminal. If you have a

bridge and a 30-minute cross, you'll have so many cars waiting in line for that thing you'll have to put a third boat on that schedule.

Build another bridge from Vashon over to Tacoma. They're not going to like it, but you rip out both their docks, you don't have to worry about those little cute boats on the south end of Vashon Island, and you don't have to worry about this goofy triangle schedule.

And a lot of people live here and go to Boeing Field and go south. That's really too bad, because you could save a lot of money and make everybody in Fauntleroy happy by ripping that dock out and making Southworth go straight downtown.

That may be nothing but another pipe dream, but those are ways you can save money without affecting, and probably enhancing, your service.

PUBLIC SPEAKER NO. 30: A couple of things. Okay, Charlotte Garrido, your commissioner, wasn't here tonight because this is their evening where they have the regular commissioner's meeting in Port Orchard, so she was hoping to maybe stop by at the end. And she is one that -- she just came into the office now, and she cares. So she will help us as much as she can.

As to Jan Angel, she got into office down in Olympia. I will make an appointment and have a chat with her. I've known her for about 15 years. I worked with her when she was a county commissioner. So I'll make sure she's up to speed on our needs

and the situation.

The other thing, though, is, we're going to have to, sooner or later, much as you don't want to, look at that 70/30 split, because it took me three hours to get home on Saturday from downtown.

This is not a two-boat schedule. This is just your regular schedule; no disasters, no medical emergencies. But I had to sit there in Fauntleroy while two boats went to Vashon, and then, finally, the third one came tooting along to go to Southworth. And yeah, it makes me feel like, you know, the folks down South who used to be in the back of the bus and couldn't come to the front of the bus.

And we've got a 70-percent population growth projected for here. It's coming. The infill around here -- I could take you down any of these streets, show you the houses coming in. Economy or not, this place is growing.

So we need to, out of fairness, reevaluate that. Because if you go with Plan B, that's going to mean we're going to get half a boat--wow--while Vashon gets a boat and a half.

And that doesn't cut the mustard, and it's not going to make anybody happy. And when we're not happy and your employees aren't happy, it just doesn't get pretty. And I've worked in transportation for 20 of the last 50 years I've been working. And so you're going to -- like I say, somewhere in your plans, this has got to be addressed.

PUBLIC SPEAKER NO. 31: The Legislature said that you're required to review your plans with the community. And what you gave us was not a plan. It was a sketch. There was a lot of information missing there and not, by any means, enough to make any decisions on.

There were a lot of words. But at no time, did you tell us how much money you would save by doing A versus B. You just lumped them all into this big, blurry thing over 20 years.

I mean, I sat there and I tried to parse it for three days. I mean, you know, and I'm good. But, I mean, I can't get a project funded -- I couldn't get a project funded when I was a volunteer at the public library with a plan as skimpy as that, and you're talking about it being a plan for millions and millions of dollars?

You're talking about substantially cutting service, which you are required to run past us. And you can't tell us how it's going to save any money. You just said, "Oh, it will" -- "this big millions-of-dollars thing" -- "this will work." But that's not a plan, so this doesn't count. If you think this meets the legislative requirement to show us the plan -- no, it does not. This is not the plan.

You have talked about reducing runs, and you have not shown how they will reduce the cost. You made all these things and not some cost-benefit analysis in any of them. You're all in favor of your reservations system, your little, pet, \$43 million

reservation system. You haven't shown what that's going to do for anybody.

None of these things. You haven't shown any of these things. You don't have a plan. You have an idea. Maybe you have an opportunity. But you have not met your requirement to run a plan past this group.

And we are not children. We are able to read a budget, we are able to divide and multiply. And you give us no details at all. First of all, that's demeaning and inconsiderate and just an example of why you're not doing a good job. Because you're not communicating with us.

That's not my problem that you're not communicating. I can read a spreadsheet. Where is the Excel spreadsheet? Oh, my God. I'm telling you no business survives on that level. That's nonsense, and you know it. You're pulling a fast act here. You're trying to feed us stuff that you know darn well that a grocery-store keeper couldn't run that way.

This is a false front and a farce. And until you show us a plan, and I mean a plan like a normal grown person shows another grown person, you have not met your obligation. And I intend to fight it, and I intend to make sure that we see a plan, because this is not the plan.

(The public comment portion of the hearing
concluded at 8:35 p.m.)

