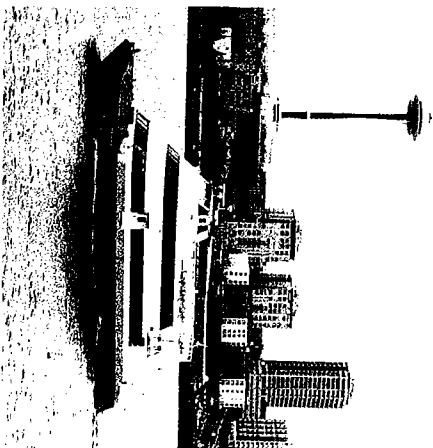




AQUA EXPRESS



**LOCAL ROOTS**

Aqua Express, L.L.C. is the partnership of the following locally operated institutions:

**Argosy Cruises**, a family-owned company, has been operating in Seattle for 55 years.

**Clipper Navigation, Inc.**, also a family-owned business, has been operating in Seattle for over 118 years.

**Four Seasons Marine Services**, Alaska's largest private passenger ferry operator has offices in Poulsbo, WA.

**Nichols Brothers Boat Builders**, an industry leader in high-speed catamaran building also performs conversions, maintenance and repairs on vessels at its Whidbey Island, WA yard.

**COMMITMENT TO COMMUNITY**

Aqua Express has been working closely with the community since 1992 to provide a meaningful passenger and commuter service. We have provided educational excursions to the Olympic Peninsula and familiarization trips to Seattle and Kitsap County.



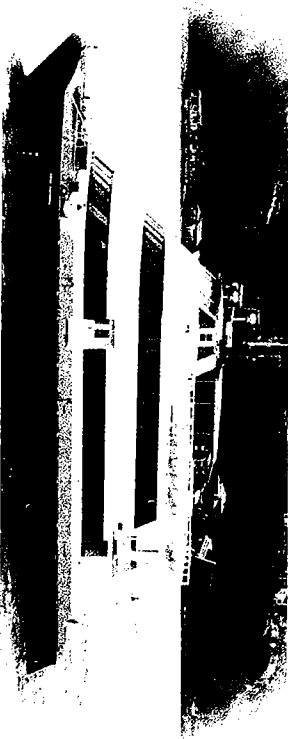
PLEASE ATTEND THE PUBLIC MEETING TO VOICE YOUR SUPPORT FOR PASSENGER-ONLY SERVICE.

When: Thursday, July 1, 2004, 1:30-2:30 pm or from 6-9 pm

Where: Kingston Junior High, 9000 NE West Kingston Rd., Kingston, WA 98346



AQUA EXPRESS



Quick and comfortable passenger-only ferry service between Seattle and the Kingston/North Kitsap area.

<b>WUTC</b>		
DOCKET NO.	<u>TS-040650</u>	
EXHIBIT #	<u>12</u>	
ADMIT	W/D	REJECT
<input checked="" type="checkbox"/> <u>AdR</u>	<input type="checkbox"/>	<input type="checkbox"/>

www.aqua-express.com



# AQUA EXPRESS

## OUR MISSION

Aqua Express will provide commuters with fast, economical and friendly service between Seattle and Kitsap County.

## PROVEN EXPERIENCE

Aqua Express, L.L.C. is comprised of the following companies that excel in the field of marine transportation and passenger ferry service.

**Argosy Cruises** is a family-owned and locally-operated Seattle company offering guests public and private cruises and Royal Argosy brunch, lunch and dinner cruises on the waters of Puget Sound. Argosy Cruises operates 10 vessels in the region with moorage located on Seattle's Central Waterfront at Piers 54, 55, 56 and 57, an ideal location for ferry passengers. Argosy Cruises also moors vessels on Lake Union and at Kirkland City Dock.

**Clipper Navigation, Inc.**, was founded in 1985 by a pioneer year-round passenger ferry service between Seattle, WA and Victoria, BC aboard the Victoria Clipper. Since its inception, the company has expanded to provide seasonal service to the San Juan Islands as the provision of contract ferry service to ferry personnel. Clipper Navigation, Inc., has owned and operated a fleet of as many as 6 vessels at one time and currently operates 3 passenger catamarans. In addition, Clipper Navigation, Inc., has been successful in leading our way for the Pacific Northwest offering tours to more than 10 destination cities.

**Four Seasons Marine Services** is Alaska's largest private passenger ferry operator. It operates daily ferry service between Juneau and Admiralty Island 365 days each year. With 12 boats chartered to operators in Washington and Alaska, Four Seasons Marine Services is also Alaska's largest passenger vessel leasing company. The company also operates whale watching cruises in southeast Alaska for Royal Caribbean, Celebrity and Princess Cruise Lines during the summer season.

**Nichols Brothers Boat Builders**, who has been in the commercial boat building business for 65 years, is the industry leader in high-speed catamaran building. The company has also built dinner vessels, excursion vessels, period boats, paddlewheel steamer replicas, car ferries, tugboats, fireboats and fishing boats.

The **AQUA EXPRESS** Seattle/Kingston service is scheduled to begin in early October.

**DAILY SERVICE:** 5 days/week - Monday to Friday

No service on weekends or official State and National holidays.

**DISTANCE:** 16 miles between Kingston and Seattle's Pier 55

**TRAVEL TIME:** 40 minutes

**VESSEL CAPACITY:** 250 passengers

Food & Beverage will be available for sale on board.

## SCHEDULE

40 minute crossing

Depart Kingston	Depart Seattle
5:30 am	6:20 am
7:10 am	8:00 am
8:50 am	4:00 pm
4:50 pm	5:40 pm
6:30 pm	7:20 pm

## FARES AND TARIFFS

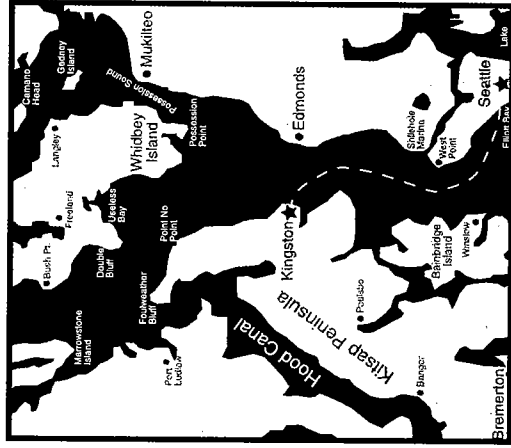
### Passenger Fares

One Way:	\$5.25
Round Trip:	\$10.50
Infants under 1 are free	

### Bicycle Tariff (per bicycle)

One Way:	\$3.00
Round Trip:	\$6.00

Subject to WUTC approval.



No service on the weekends or the following official State and National holidays.

- New Year's Day
- Martin Luther King Jr. Day
- President's Day
- Memorial Day
- Independence Day
- Labor Day
- Veteran's Day
- Thanksgiving Day
- Christmas Day

**AQUA EXPRESS L.L.C.**  
**Kingston / Seattle Ferry Division**  
 Ridership and Revenue Forecast  
 CORRECTED as of 6/23/04

Year 1  
 Month 1    Month 2    Month 3    Month 4    Month 5    Month 6    Month 7    Month 8    Month 9    Month 10    Month 11    Month 12    Total  
 Year 1

**REVENUE**

<b>Vessel Fare Revenue</b>													
Per leg maximum passenger	250	250	250	250	250	250	250	250	250	250	250	250	250
Number of legs per day	10	10	10	10	10	10	10	10	10	10	10	10	10
Maximum passengers per day	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
Load Percentage per day	45%	41%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	41%

Riding passengers per day	1,125	1,025	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,013
Percentage infants riding free	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Riding infants per day	-	-	-	-	-	-	-	-	-	-	-	-	-

Paying passengers per day	1,125	1,025	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,013
Operating days per month	21.20	21.20	21.20	21.20	21.20	21.20	21.20	21.20	21.20	21.20	21.20	21.20	21.20
Paying passengers per month	23,850	21,730	21,200	21,200	21,200	21,200	21,200	21,200	21,200	21,200	21,200	21,200	21,465

Percentage of Pax with discount	10%	15%	20%	25%	30%	35%	40%	45%	50%	50%	50%	50%	35%
Pax with discount	2,385	3,260	4,240	5,300	6,360	7,420	8,480	9,540	10,600	10,600	10,600	10,600	7,513
Pax - Full Fare	21,465	18,471	16,960	15,900	14,840	13,780	12,720	11,660	10,600	10,600	10,600	10,600	13,952

Discount Fare per paying passenger per leg	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00
Full Fare per paying passenger per leg	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25	\$ 5.25

Months per year 12

Discount fare passenger fare revenue	\$ 11,919	\$ 16,289	\$ 21,189	\$ 26,487	\$ 31,784	\$ 37,081	\$ 42,379	\$ 47,676	\$ 52,974	\$ 52,974	\$ 52,974	\$ 52,974	\$ 45,040
Full fare passenger fare revenue	\$ 112,691	\$ 96,970	\$ 89,040	\$ 83,475	\$ 77,910	\$ 72,345	\$ 66,780	\$ 61,215	\$ 55,650	\$ 55,650	\$ 55,650	\$ 55,650	\$ 67,892

Bicycle Fare Revenue	\$ 3,578	\$ 3,260	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,180	\$ 3,837
Cargo Fare Revenue	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 795	\$ 9,540

Total Full Fare Revenue	117,064	101,025	93,015	87,450	81,865	76,320	70,755	65,190	59,625	59,625	59,625	59,625	927,169
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<b>Concessions Revenue</b>													
Food and Beverages (net of tax)	\$ 21,921	\$ 19,972	\$ 19,485	\$ 19,485	\$ 19,485	\$ 19,485	\$ 19,485	\$ 19,485	\$ 19,485	\$ 19,485	\$ 19,485	\$ 19,485	\$ 236,746
Cost of Food and Beverages	\$ 13,153	\$ 11,983	\$ 11,691	\$ 11,691	\$ 11,691	\$ 11,691	\$ 11,691	\$ 11,691	\$ 11,691	\$ 11,691	\$ 11,691	\$ 11,691	\$ 142,048
Net Concession Revenue	8,768	7,989	7,794	7,794	7,794	7,794	7,794	7,794	7,794	7,794	7,794	7,794	94,698

<b>Commission and Refunds Expense</b>													
Commission Expense	\$ 1,163	\$ 1,002	\$ 922	\$ 867	\$ 811	\$ 755	\$ 700	\$ 644	\$ 588	\$ 588	\$ 588	\$ 588	\$ 588
Refunds	\$ 1,382	\$ 1,202	\$ 1,117	\$ 1,061	\$ 1,006	\$ 950	\$ 894	\$ 839	\$ 783	\$ 783	\$ 783	\$ 783	\$ 783
Total Commission and Refund expense	\$ 2,545	\$ 2,204	\$ 2,039	\$ 1,928	\$ 1,817	\$ 1,705	\$ 1,594	\$ 1,483	\$ 1,371	\$ 1,371	\$ 1,371	\$ 1,371	\$ 1,371

<b>Other Revenue</b>													
Rack cards	\$ 148,359	\$ 135,062	\$ 131,650	\$ 131,494	\$ 131,338	\$ 131,181	\$ 131,025	\$ 130,869	\$ 130,712	\$ 130,712	\$ 130,712	\$ 130,712	\$ 1,592,733
Total other revenue	\$ 148,359	\$ 135,062	\$ 131,650	\$ 131,494	\$ 131,338	\$ 131,181	\$ 131,025	\$ 130,869	\$ 130,712	\$ 130,712	\$ 130,712	\$ 130,712	\$ 1,592,733

<b>TOTAL REVENUE</b>	\$ 148,359	\$ 135,062	\$ 131,650	\$ 131,494	\$ 131,338	\$ 131,181	\$ 131,025	\$ 130,869	\$ 130,712	\$ 130,712	\$ 130,712	\$ 130,712	\$ 1,592,733
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Full Fare Revenue	117,064	101,025	93,015	87,450	81,865	76,320	70,755	65,190	59,625	59,625	59,625	59,625	931,203
Discounted Fare Revenue	11,919	16,289	21,189	26,487	31,784	37,081	42,379	47,676	52,974	52,974	52,974	52,974	446,695
Concessions Revenue	21,921	19,972	19,485	19,485	19,485	19,485	19,485	19,485	19,485	19,485	19,485	19,485	236,746
Less: Commissions & Refunds	(2,545)	(2,204)	(2,039)	(1,928)	(1,817)	(1,705)	(1,594)	(1,483)	(1,371)	(1,371)	(1,371)	(1,371)	(20,803)
<b>TOTAL REVENUE</b>	148,359	135,062	131,650	131,494	131,338	131,181	131,025	130,869	130,712	130,712	130,712	130,712	1,592,733

Leg = One vessel movement from one dock to another. Two legs would be a round trip.  
 Load = Percentage of total capacity utilized.  
 Passenger types = One category for all passengers. Adult, youth and children all occupy seats thus will be charged the same fare. EXCEPTION: Infants under 1 year are free but count as a passenger.

**WUTC**  
**DOCKET NO. TS-040650**  
**EXHIBIT # 22**  
**ADMIT**  **W/D**  **REJECT**

RESOLUTION AGREEING TO THE SUBMISSION OF A WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION PASSENGER-ONLY FERRY SERVICE APPLICATION BY A PRIVATE OPERATOR FOR THE KINGSTON ROUTE

**RESOLUTION 04-22**

WHEREAS, the Kitsap Transit Board of Commissioners previously adopted Resolution 04-15 approving Kitsap Transit's Passenger-Only Ferry Plan B ("Plan B"), and;

WHEREAS, three private passenger-only ferry operators (the "Interested Operators") have expressed interest in initiating cross-sound passenger-only ferry service ("POF Service"); and;

WHEREAS, AQUA EXPRESS, LLC has expressed interest in establishing POF Service over the following route pursuant to Plan B: **between Kingston and Seattle**, and;

WHEREAS, the first step in the development and initiation of privately operated POF Service pursuant to Plan B is the procurement, by individual operators, of certificates of public convenience and necessity ("Certificates") from the Washington State Utilities and Transportation Commission (the "UTC"), and;

WHEREAS, RCW 81.84.020(5) precludes the UTC from considering a Certificate application prior to March 1, 2005 for POF Service serving Kitsap County unless, by resolution, Kitsap Transit "agrees to the application", and;

WHEREAS, Kitsap Transit's agreement to the application pursuant to RCW 81.84.020(5) (the "Application Agreement") is different than the agreement referred to in RCW 36.57A.100, and;

WHEREAS, RCW 36.57A.100 prohibits any person or private corporation from initiating POF Service serving Kitsap County in the absence of an agreement with Kitsap Transit as provided for in that section (hereafter referred to as a "POF Service Agreement"), and;

WHEREAS, pursuant to Plan B, Kitsap Transit has concluded the preparation of a POF Service Agreement that AQUA EXPRESS, LLC has agreed to execute should it procure a Certificate for POF Service;

Resolution 04-22

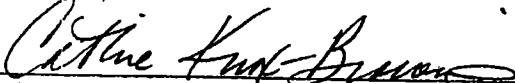
<b>WUTC</b>		
DOCKET NO.	<u>TS-040650</u>	
EXHIBIT #	<u>25</u>	
ADMIT	W/D	REJECT
<input checked="" type="checkbox"/> <i>ASR</i>	<input type="checkbox"/>	<input type="checkbox"/>

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Kitsap Transit as follows: Kitsap Transit agrees pursuant to RCW 81.84.020(5) to the application of AQUA EXPRESS, LLC to the UTC for the certificate authority listed above.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 6<sup>th</sup> day of April, 2004.

  
Patty Lent, Chair

ATTEST:

  
Cathie Knox-Browning  
Clerk of the Board

## Kitsap Transit

WUTC

DOCKET NO. TS-640650

EXHIBIT # 20

ADMIT

W/D

REJECT

*Ad*

# Memo

**To:** Kitsap Transit Board of Commissioners, Port of Kingston, KRCC staff and KRCC TransPOL members, our partners in the public-private POF venture, North Kitsap School District and WSF CEO Mike Thorne.

**From:** Richard M. Hayes

**Date:** Friday, April 2, 2004

**Re:** Uplands plan for Kingston POF service to Seattle

---

This plan will outline the transit service and parking plan for support of passenger-only ferry (POF) service to Seattle from Kingston. It will discuss the provision of Kiss 'N Ride and bicycle usage as well. This should also serve as the uplands portion of the site-specific Environmental document for the Kingston POF project.

1. Transit Service:

- A. Small Bus service: KT has reserved one small bus for connecting transit service from park and ride lots to the ferry dock. We anticipate operating the small bus throughout the day to make crucial connections with all day BI service in Suquamish (see attached PDF called Kingston Commuter route). This would allow passengers returning to Kitsap during the day (non-rush-hour) to return to their vehicles or original journey start point during the time the Kingston-Seattle POF is not operating. While neither the route nor the program for the small bus during the day has been completely defined, it will likely also serve as a zone bus and may share both *ACCESS* and semi-routed service responsibilities in the general Kingston area in the mid-day.
- B. Large Bus service: We expect to also be able to divert one large bus, now carrying passengers from the Kingston area to the Bainbridge Island ferry dock, to support of the Kingston POF program. The large bus would operate during rush-hour only.

From the desk of...

Cathie Knox-Browning  
Executive Assistant/Clerk of the Board  
Kitsap Transit  
200 Charleston Boulevard  
Bremerton, WA 98312-4199  
(360) 478-6230 Fax: (360) 377-7086  
E-mail: ktexecutive@kitsaptransit.com

- C. **Rush-Hour service:** The rush-hour service is very straightforward; the two buses will operate from the park and ride lots to the ferry with the bus serving the Bayside Church park and ride lot starting its route at the Suquamish park-and-ride lot. KT has set aside sufficient additional hours of bus service starting in September 2004 to support additional rush-hour service and all-day connecting service within Kingston and between Kingston and the BI service.
- D. **Connections to other transits systems:** The one unidentified piece of the service package is a connection between Clallam/Jefferson Transit service to Poulsbo, allowing their passengers wishing to use the Kingston POF to reach Kingston. We are not sure of the demand here or even if there would be sufficient demand to warrant a connection, but we will work with the other transit systems to identify this.
- E. **Coordination with other Kitsap jurisdictions:** KT has been approached by the NKSD and the POF-related transit activity in Kingston may also be coordinated with some school transportation activities during their peak hours of operation so that the school complexes, which are very near the POF core route, are served by transit during our hours of operation. In turn, portions of the transit responsibilities may also be served by school district operations during their hours of service. The NKSD has been very cooperative and initiated these discussions; we look forward to continuing to work with the district in ways that can only augment the baseline service KT is proposing and which is required to support the POF program.

2. **Parking:**

- A. **KT has two major park-and-ride lots in the Kingston area; both of these were designed to support proposed POF programming in addition to general commute use.**
  - 1. George's Corner behind Albertson's
  - 2. Bayside Community Church co-op lot

Each of these lots now have at least 80 to 100 spaces each available to support increased demand to the Kingston POF when it starts operating.

- B. **In addition, earlier on-bus surveys of potential Kingston POF users indicates that a significant portion of those now using these two lots will continue to use them but will take the bus to Kingston instead of to BI. KT is developing a new survey that will be distributed on the buses along with the survey developed by Aqua Express (the group providing foot ferry service to downtown Seattle) in an attempt to define what level of diversion or changed destination will occur. We anticipate having 300+ parking spaces, now either empty and available or in-use, but "converted" to Kingston POF-only use.**

- 3. **Commute Trip Reduction (CTR) activities:** As Board members know, KT is the CTR agency for Kitsap County. As such, KT has vanpool and carpool programs that can support the Kingston POF. We also will provide significant accommodations for bicyclists, as we do at

the other terminals.

- A. Vanpools: We will focus our Rideshare activities on the passenger-ferry, and as we have some new vans arriving between now and when this new POF service begins, we expect to be able to put new vanpool vans in service and reserve parking spaces for these vanpools in the Kingston terminal vicinity.
- B. Other Rideshare: We also hope to make arrangements with the Port of Kingston, which controls the parking in the immediate vicinity of the terminal, to reserve some spaces for carpools with 2+ or 3+ riders. The history of ferry terminal service is that per-vehicle occupancy at the terminal is quite high, and we anticipate as many as an additional 100 ferry users essentially being taken care of by Rideshare options (vanpool and carpool).
- C. Bicycling: We also expect bicycling to be a significant component in this overall program. We will provide bike lockers to the Port of Kingston. We hope that lockers, in addition to the ability of many bicyclists to take their bikes with them and find adequate bike storage in Seattle, will allow between 25 and 50 riders to be accommodated in this fashion. KT will contact the local bicycle coalition to enlist its help in meeting this goal.

4. Terminal Facilities and Kiss 'N Ride:

- A. We are providing this material to WSF as we hope to continue to use the bus drop-off point on the east side of the current ferry terminal building. It works equally well with riders accessing either the car ferry to Edmonds or the foot ferry to Seattle.
- B. We will also work with the Port of Kingston to set up a Kiss 'N Ride site for POF users on the other side of the terminal and the port offices, adjacent to the park-like open space.
- C. While we do not believe Kiss 'N Ride is a good alternative at all environmentally, we accept that it is a reality and we further accept that it must be separated from the bus traffic, or KT buses would be unable to access and depart the terminal in reasonable time frames.
- D. Experience suggests at least 25 riders per day would use a Kiss 'N Ride site.

5. At-terminal parking:

- A. The Port of Kingston has approximately 100 paid parking spaces available at the terminal itself, and we would expect about two-thirds of this would be in use on any given day.
- B. Some riders will be able to walk to the terminal, and we would hope to participate in urban design and development activities at and near the Kingston Ferry Terminal, which should significantly increase that number.



### **Summary/Conclusions re: Initial Shoreside Situation**

With anticipated POF ridership at 500 commuters per day, these parking arrangements, in concert with Kiss 'N Ride, CTR activities and the Port's parking will be adequate, at least initially.

In fact, given all the resources listed above, we believe we have available more than 600 ferry users' worth of parking stalls, bike lockers, vanpool and carpool spaces, etc. We anticipate this number will hold us for up to the first two years of new POF service operations. At that point, we would have additional resources we could bring on-line, depending on both the rate of initial ridership and growth rates, to allow us to keep up with growth over time.

#### **6. Near-Term Parking Augmentation:**

- A. **Nearby WSF lot:** WSF owns a substantial park-and-ride lot site at Lindvog Avenue and SR 104, which it has repeatedly said transit could develop on transit's timetable. The lot could probably provide 300 additional spaces. This parcel could also serve for supplemental car-holding on summer weekends, to relieve the on-street shoulder back-ups that now occur and which are expected to increase. With two purposes, the design would be somewhat different, but it is not expected to be difficult to either design or build, with the exception of some small wetlands sprinkled through the property. Adjacent to the state land are two private parcels, where the owner appears willing to develop, alongside our efforts, a park-like setting with amenities for both commuters and summer weekend users.
- B. **Co-op Church lots:** There are several additional churches in the general vicinity, with whom which KT could have park and ride relationships. These could be used to augment parking capacity in the event initial or early demand or rates of growth exceed our current estimation.
- C. **Special Event Parking:** There is an issue regarding special event parking to support group ferry trips to sports or cultural events in Seattle. The issue here is that Bayside Community Church is not available on weekends and has only limited availability in the evenings. Fortunately the North Kitsap School District has again stepped forward and suggested a relationship under which middle school and high school parking areas could be used during non-use school time to support ferry service without requiring additional constructed spaces. KT will follow up on that possibility.

#### **7. Follow-On Efforts:** In addition to pursuing the details of the above items, KT has committed to the following efforts in support of a POF program and the POF shoreside support:

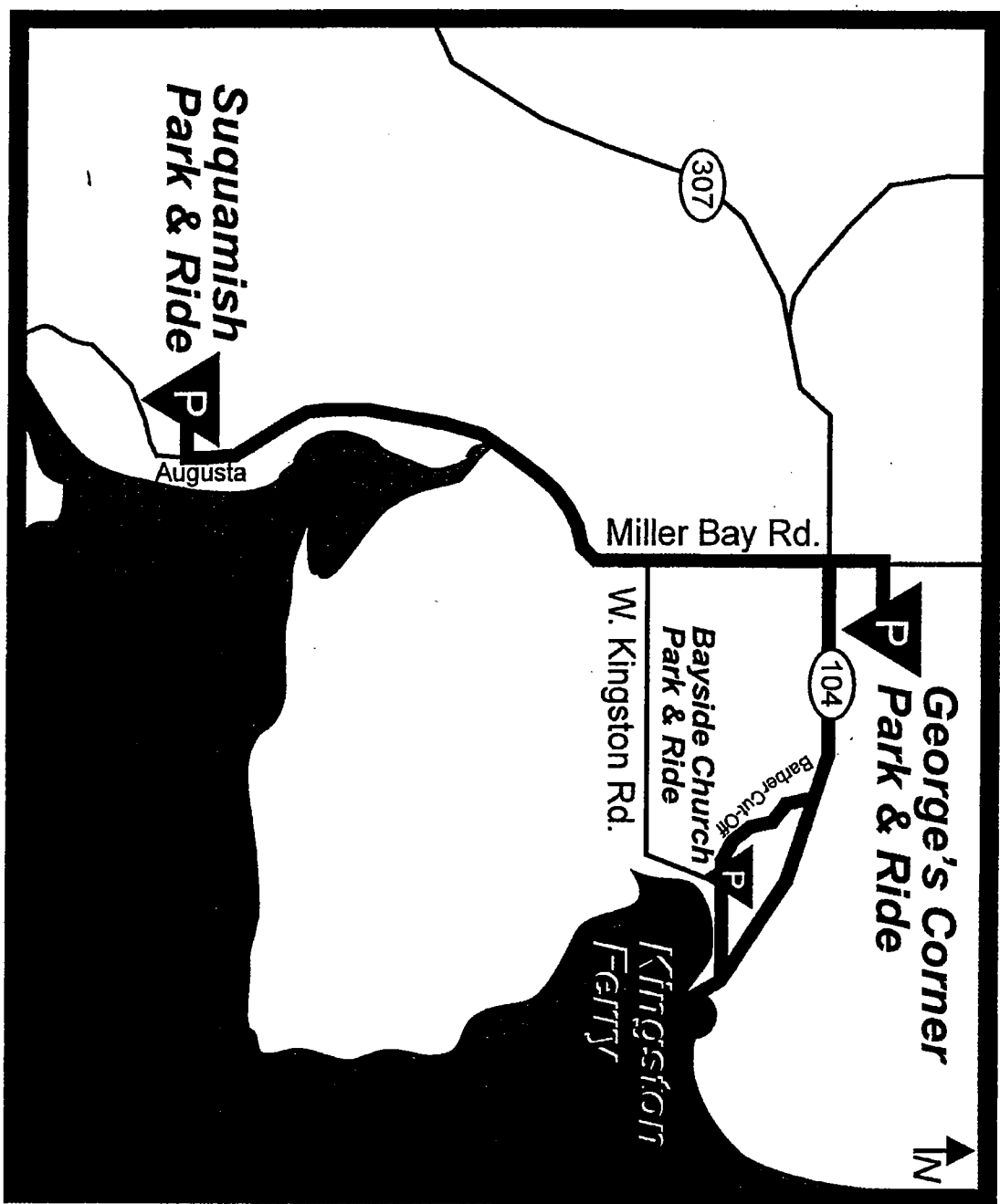
- A. **Survey:** A park and ride survey distributed among our bus riders from the Kingston/Suquamish area asking how many will ride and how many who now use park and rides in that area would switch from BI ferry service to Kingston POF service as a destination. The survey will also include queries on bicycle usage and specifically questions about how many would use bikes to the terminals in Kingston, or, separately, how many would take their bikes on the ferry to Seattle for use on the other side of Puget Sound to reach their ultimate destinations.

- B. Federal waiver request: KT will provide a letter to the Corps of Engineers, coordinated with the other similar levels of support, asking for a waiver from a portion of the Corps' process so that this project can proceed expeditiously.
- C. Request for BI support: KT will ask for a letter of support from BI for this entire project and will also offer a presentation by the transit system, the Port of Kingston and the private operators to the BI City Council so the BI, which has historically been very supportive of POF can gain a better understanding of what is about to come to pass.
- D. State waiver request: KT will initiate a conversation with state Sen. Bob Oke about an interim use of the Port's transient moorage facilities (inside the Kingston port breakwater) funded by the State's Interagency Council on Outdoor Recreation. A waiver from the IAC rules forbidding commercial use of this facility may be possible if there is sufficient political support. We do not expect this will be needed at this time, but all agree it would be better to have a waiver in place in case we lose time against the schedule or have some setback after service starts.
- E. Additional funds for ramps:
  - 1. KT will investigate the prospect that additional federal funds might be available from the countywide portion of the regionally allocated federal sources that would allow KT, as part of its construction of the Port Orchard project, to build additional ramps (for ADA access) and then lend or otherwise provide them to this project.
  - 2. The private operators have a barge which they can use for the primary landing facility, but a review of the under-water configuration indicates the barge may need to be a considerable distance off-shore and that the ramp(s) may be therefore need to be quite long and quite expensive. The requirements of the situation look remarkably similar to what KT is facing at the Port Orchard foot ferry dock, such that we may be able to simply order a duplicate ramp and short-circuit the development and construction process needed for this time-consuming (and expensive) item.
  - 3. KT, accordingly, will coordinate its final design and construction activities for the Port Orchard dock with the design and development of the Kingston facility and will ask for countywide funds to assist the private operators with this expensive element of their program; (total cost approximately \$400,000) if both Kingston and Southworth need such a ramp on an expedited basis.
  - 4. As with the other forms of assistance the government is providing, this cost would be considered contributed capital and would not be included in the private operators' formula for setting the fares.

### **Overall Conclusions**

It is quite clear that, if all parties pursue their parts of this effort with enthusiasm, the current goal of initiating POF service at Kingston in the second week of September is attainable.

# KINGSTON COMMUTER ROUTE



<b>WUTC</b>		
DOCKET NO.	<u>TS-040650</u>	
EXHIBIT #	<u>27</u>	
ADMIT	W/D	REJECT
<input checked="" type="checkbox"/> <i>AOR</i>	<input type="checkbox"/>	<input type="checkbox"/>



**Washington State  
Department of Transportation**

Douglas B. MacDonald  
Secretary of Transportation

RECEIVED  
RECORDS MANAGEMENT

04 MAY 24 AM 9:36

STATE OF WASH.  
UTIL. AND TRANSP.  
COMMISSION

**Washington State Ferries**  
2911 2nd Avenue  
Seattle, WA 98121-1081

206-515-3400  
TTY: 1-800-833-6388  
www.wsdot.wa.gov/ferries

**Michael G. Thorne**  
Director and CEO

May 17, 2004

Ms. Carol J. Washburn  
Secretary  
Washington State Utilities and Transportation Commission  
P.O. Box 47250  
Olympia, WA 98504-7250

RE: Docket # TS040650

Dear Ms. Washburn,

Washington State Ferries' staff has reviewed Aqua Express' application to begin passenger and freight service between Seattle and Kingston. Although the 10-mile rule no longer applies to the movement of passengers across Puget Sound, Washington State Ferries does not object to this application for the movement of both passengers and freight.

Please contact us if you would like to discuss further; if requested staff would also be able to attend the hearing on the matter.

Sincerely,

*Sam Kuntz*

Sam Kuntz  
Chief Financial Officer

<b>WUTC</b>		
DOCKET NO.	<u>TS-040650</u>	
EXHIBIT #	<u>30</u>	
ADMIT	W/D	REJECT
<input checked="" type="checkbox"/> <i>AdR</i>	<input type="checkbox"/>	<input type="checkbox"/>

Cc: Bonny Allen  
Rusty Fallis



STATE REPRESENTATIVE  
23rd DISTRICT  
PHIL ROCKEFELLER

State of  
Washington  
House of  
Representatives

TS-040650

NATURAL RESOURCES  
EDUCATION  
TRANSPORTATION



April 14, 2004

RECEIVED  
RECORDS MANAGEMENT  
04 APR 19 AM 9:41  
STATE OF WASH  
UTIL. AND TRANSP.  
COMMISSION

Ms. Marilyn Showalter, Chair  
Mr. Dick Hemstad, Commissioner  
Mr. Patrick J. Oshie, Commissioner  
Washington Utilities and Transportation Commission  
1300 South Evergreen Park Drive, SW  
Olympia, Washington 98504-7250

Dear Commissioners:

I am writing today to voice my support for the efforts of Aqua Express and Kitsap Transit to introduce passenger-only ferry service between Kingston and Seattle. While the Washington State Legislature determined many years ago that there was a need for such service between the two destinations, no action has been taken to develop this route. Now, with the permit application from Aqua Express, a new opportunity has been created to provide the much needed transportation system that will benefit commuters and visitors between King and Kitsap Counties.

As you know, passenger-only ferry service was deemed necessary by the Legislature in 1986, and since that time has been under the purview of Washington State Ferries. Due to severe budget cuts, this service, although not the need, has been drastically reduced in the past few years. It is my hope that we can see it restored and expanded by an on-going commercial enterprise.

I urge you to give Aqua Express's application every consideration. If I can provide any assistance to you as you make your determination, please do not hesitate to call on me.

Sincerely,

PHIL ROCKEFELLER  
State Representative  
23rd District

<b>WUTC</b>		
DOCKET NO.	TS-040650	
EXHIBIT #	32	
ADMIT	W/D	REJECT
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RECEIVED ELECTRONICALLY 6-4-04  
HARD COPIES RECEIVED \_\_\_\_\_

Dear Mr. Sweeney,

I'm emailing you today in hopes of having my two cents included in any decisions that WUTC makes with respect to the Inlandboatman's Union and the private foot ferry applicants that are hoping to start fast ferry service from various locations in Kitsap County to Seattle.

Having 14 years experience with ferries as a daily commuter, I'm a bit frustrated at reading in the Seattle Times about the b.s. that the union is raising on these private operators. The ferry system has screwed around for 20+ years with fast ferry service and we all know the results. Whether a private operator can do any better is open for discussion, but to not even let them try to do better, over some lame "concerns" about their union staff, etc. seems a real wasted opportunity.

I would encourage WUTC to approve these firm's applications for fast ferry service between Bremerton and Seattle. If you have any involvement in the approval process related to food on the boats, I also encourage you get that implemented again as well.

Thank you for reading, passing along and considering another commuter's thoughts about the current frustrating services that WSF provides. The costs keep rising, the service keeps dropping, and the boats go ever sloooooower. Now is the time to let a non-governmental agency give it a shot.

Thanks.

**Rick Soth**

RECEIVED  
RECORDS DIVISION  
04 JUN -4 PM 4:27  
STAFF  
UTIL AND TRAFFIC  
COMMUNICATIONS

To whom it may concern,

This morning I read a distressing article (State to Allow Union Protest of Private Ferry Service, June 8 2004, www.thesunlink.com) regarding one union-and a dubious one that represents an inordinately small amount of the population of Kitsap County- that is trying to sabotage the economy of the area.

Let's face facts: The economy of Kitsap county is tied to two things, the US Navy and the economy of Seattle.

Why any right-thinking individual who is interested in the long-term economy of Kitsap County would want to limit ties and stop possible ties to the Seattle area is beyond me.

My wife and I just bought our first home in a neighborhood less than 2 miles from downtown Kingston. We bought partially on the assumption that passenger ferry service would be implemented between Kingston and Seattle- thereby exposing the entire North Kitsap area, let alone Kingston proper, to the Seattle masses with their high paying jobs and tiredness for paying outrageous home prices in King county. Seattle workers who live in Kitsap county will use their high paying salaries to increase home values in the area. Rising home values leads to a higher net worth and accordingly a higher standard of living for all.

What's more is that the union in question is already surely partially to blame for the failure to implement food service on existing ferry runs (No fare: food delayed, June 8 2004, www.thesunlink.com)- and is currently throwing everything but the kitchen sink to stop a ferry run that many Kingston residents like myself are longing for.

Please make the right choice and allow private companies the mere opportunity to offer a service that the State hasn't shown the inclination, let alone the ability, to offer for the local residents who want the service.

Respectfully,

Justin Mahaffa (EIT)

Engineering Field Activity Northwest, Environmental Compliance Team

Environmental Engineer

Phone: 360-396-0056

Fax: 360-396-0857

RECEIVED  
RECORDS  
04 JUN -8 AM 11:21  
STATE OF WASHINGTON  
DTL AND TRANS  
CORPORATION

RECEIVED ELECTRONICALLY 6-17-04  
HARD COPIES RECEIVED \_\_\_\_\_

Will not be able to attend meeting, but would like to put in a "yay" vote. As I live midway up BI, I am not likely to bus all the way up the island to take advantage of a Kingston run, however it would probably lighten the load on the BI run which would be nice.

Mike Lempriere  
mike@vintners.net

RECEIVED  
04 JUN 17 AM 11:21  
OFFICE OF ASST  
DIR. AND TRAVEL  
DEPARTMENT



RECEIVED ELECTRONICALLY 6-9-04  
HARD COPIES RECEIVED

Hi,

I would just like to give my opinion on the passenger only ferry from Kingston. I am hoping it gains the UTC's approval so it can start running this fall.

The passenger ferry is needed because currently there is not a direct route between Kingston and downtown Seattle.

Kingston residents must drive to Bainbridge or take the ferry to Edmonds and take I-5 South. The passenger ferry would relieve a lot of auto traffic, especially along the 2-lane Highway 305 from Agate Pass to the Bainbridge ferry dock.

The Bainbridge to Seattle ferry is extremely crowded during commute times. Sometimes it is hard to even find a seat.

I know you have probably already heard the above reasons as to why there should be a passenger ferry from Kingston. I just wanted to give it another vote of confidence, and I know many other commuters who feel the same way. Thank you!

Karen Nordstrom  
20670 Stephen Dr. NE  
Kingston, WA 98346

Karen\_nordstrom@cable.comcast.com

RECEIVED  
04 JUN 11 11:21  
KAREN NORDSTROM  
COMMUNITY

RECEIVED  
04 JUN 11 11:21

RECEIVED  
04 JUN 11 11:21

RECEIVED ELECTRONICALLY 6-21-04  
HARD COPIES RECEIVED \_\_\_\_\_

I would like to address the issues the UTC will allow the IBU to argue in its protest of private Kingston-Seattle passenger-only ferry service. Private service wouldn't adversely affect WSF because WSF has no comparable Kingston-Seattle passenger ferry.

The estimated round-trip cost of the private service is \$10-12. Round-trip on WSF peak-season is under \$6, under \$5 with commuter books. This price will not be undercut. A passenger on WSF Kingston-Edmonds must make a transferred bus trip to approach downtown Seattle. This takes hours. The Sounder train has very limited service. North Kitsap residents driving to Bainbridge to get to Seattle is causing gridlock every day on highway 305. This shows that there certainly IS a need. The Bainbridge-Seattle WSF is packed every weekday, sometimes no seats are available. Many in Kitsap must work in Seattle because that's where the jobs are. Aqua Express represents a consortium of groups that have seen this need for years while WSF has failed to relieve it. Aqua Express has studied and determined that this is a viable and profitable service.

I'm biased - I live in Kingston. My wife, commuting to downtown Seattle, has a 13-hour day. Is the IBU biased? WSF Food Service has again been delayed because the winning bidder hasn't agreed for its employees to be paid as IBU members. Is this also behind the IBU's claim that Aqua Express isn't "financially sound enough"?

I ask the UTC to look at the big picture. The presence of bodies of water must be addressed in our transportation system. That's why we built bridges across Lake Washington. To grow and prosper, we must make our transportation system more easy and efficient. This attracts the most valuable workers and companies here along with the increased tax revenue these bring to our state. Please allow Aqua Express to provide this essential transportation service.

Thank you,  
Brian Stevens

RECEIVED  
RECORDS SECTION  
04 JUN 21 AM 11:21  
STATE OF WASH.  
UTIL. AND TRANSPO.  
COMMISSION

RECEIVED ELECTRONICALLY 6-21-04  
HARD COPIES RECEIVED \_\_\_\_\_

Gentlemen:

I am writing in support of the Aqua Express proposal to run a passenger ferry

between Kingston and Seattle. I would use the service. It makes perfect sense

to run such a service from this part of Kitsap Penninsula.

I strongly support private enterprise running a ferry service. I also would

support an 'open shop' policy for crewing the ferries.

I am speaking as a 50-year US taxpayer, 35-year Bainbridge property owner,

ex- Navy officer and retired businessman.

Sincerely,

Bill Evans

Bainbridge Island, Wa. 98110

OFFICE OF THE  
ISLAND TRANSPORTATION  
COMMISSIONER

04 JUN 21 AM 11:21

RECEIVED  
REGISTRATION DIVISION  
04 JUN 21 AM 11:21



# KITSAP COUNTY BOARD OF COMMISSIONERS

Chris Endresen  
DISTRICT 1

Jan Angel  
DISTRICT 2

Patty Lent  
DISTRICT 3

July 1, 2004

Washington Utilities and Transportation Commission  
1300 South Evergreen Park Drive SW  
Olympia, Washington 98504-7250

Dear Commissioners:

I have been commissioner for eight years in Kitsap County and each of those years have worked to bring Passenger Ferry Service from Kingston to Seattle. Our community has sponsored demonstration runs, we have lobbied in Olympia, had rallies in Olympia and been successful in convincing the legislature of the need for this service more than once.

The legislator committed to POF operated by the Washington State Ferries. This service was funded until Initiative 695 passed and the finance vehicle was eliminated. We were successful with the legislature a second time and they included POF service in Referendum 51. The voters decided against that transportation package and we were again without service. For the third time, the community convinced the legislature that POF was a needed service and they crafted legislation that would allow Kitsap Transit to operate the service. Kitsap Transit operations depended on a proposition to raise the sales tax in Kitsap County but many of our voters felt the cost of this service should not be born solely by the taxpayers of Kitsap County and that ballot issue failed.

The service is still needed and I ask you to grant the franchise with Aqua Express for this important service.

Having this direct service from Kingston to Seattle will have positive effects throughout our county. It will reduce traffic on Highway 305 by reducing the number of people who currently commute to Bainbridge Island to catch the ferry to Seattle. It will relieve parking on Bainbridge Island. It will enhance the quality of life for our commuting residents by reducing their travel time and giving them direct access.

This service will compliment the existing car boat schedules and combined with the Bremerton service, will help reduce traffic congestion through Poulsbo.

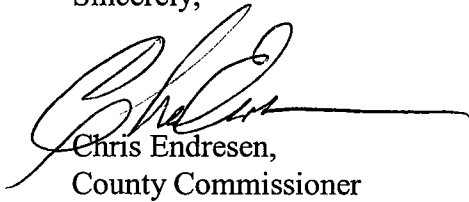
The last point I would like to make is about the broader implications of this service. The Puget Sound Passenger Ferry Coalition is a group of elected officials, union officials, and private sector businesses who work with the Cascadia Project of the Discovery Institute. Our work includes encouraging passenger ferry service throughout Puget Sound as an integral part of a multi-modal system to encourage economic development, expand jobs in the maritime trades industry, to support federal initiatives to enhance the role of ferries in our transportation system.

Malcolm Fleming  
County Administrator

The success of this private/public partnership for this service could very well serve as a model for other jurisdictions in the Puget Sound area.

I strongly urge you to approve the franchise with Aqua Express for the Kingston to Seattle passenger ferry service.

Sincerely,



Chris Endresen,  
County Commissioner

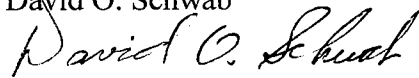
I wish to testify that I am opposed to the private passenger foot ferry serving Kingston to Seattle.

My reasons to this opposition are as follows:

1. As a commuter for sixteen years from Kingston to Seattle, I feel that this endeavor will not succeed in furnishing sufficient service needed for the working commuter as far as the number of daily trips and at a reasonable cost. Many times in my working career I was required to work overtime thereby missing my normal ferry trip. The Washington Ferry Service provides enough runs both in the morning and evening times so that there was never a problem getting back home before or after peak rush times. Also if an emergency occurs during the day and one is dependent on getting back home would the foot ferry be running at off peak hours?
2. I feel that this scheme is being promoted by local business and government solely to entice more citizens to move into the Kingston community thereby increasing home buying and home building. County government has not kept up with the infrastructure needed to accommodate a spurt in population growth. Our roads, parking facilities, schools etc. are overburden already with the present population growth.
3. I feel that if WSF was given the proper funding by the legislators it could once again address POF with better designed and more economical boats. The facilities for POF are already in place in Bremerton and could be less costly to build in Kingston and Southworth because much time and money has already been spent by WSF in design studies to provide POF service to both communities.

Thank you for your time

David O. Schwab



26417 Kingsview loop NE

Kingston WA 98346



# THE GREATER KINGSTON COMMUNITY CHAMBER OF COMMERCE

P.O. Box 78 • Kingston, WA 98346 • (360) 297-3813 • <http://www.kingstonwa.com>

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Washington Utilities and Transportation Commission  
P.O. Box 47250  
Olympia, Washington 98504-7250

Dear Utilities and Transportation Commissioners,

I write to you on behalf of the Greater Area Kingston Chamber of Commerce. As a Kingston resident, small business owner, and 2004 Chamber President I have followed the ferry issue in Kingston for more than 25 years. I have personally been involved with the Kingston Chamber's taskforce "Ferry Committee" for over 13 years. The Chamber, as a local community organization, recognized and understood the importance of passenger only ferries over a decade ago. Today as a Chamber; we are asking you as Commissioners, to support our mission for a growing community with a strong economic base and benefits available through the privatization of passenger only ferry service to Kingston.

The challenge for Kitsap County has always been transportation. Can we find ways to develop a revitalized transportation system with clearer long-range goals, more innovative financing and management, better technology to smooth or reduce traffic, closer coordination of various modes of transportation (cars, buses, transit, ferries); and a more satisfactory concern for the environment and growth management? The Kingston Chamber believes we can; and the solution will begin with you as Utilities and Transportation Commissioners approving application B07273 from Aqua Express with quick and decisive action.

Throughout the history of our local Chamber we have watched state legislation pass and fail regarding ferry service to our small town, resulting in "NO" passenger only ferry service. We have watched friends and family struggle with the availability of medical care, the rising cost of gas, continual increases for auto ferry passage, and following 9/11 the true awareness of just how isolated we are as a community here in Kingston. Across the country communities are embracing passenger only ferry systems as an entrance piece in their long range homeland security plans. The Chamber believes that a partnership between private enterprise and public agencies affords the same security measures for both the Kitsap and Olympic Peninsulas. The key to that successful partnership is approval from this board for application request made by Aqua Express. (application B07273).

The approval of application B07273 from Aqua Express will provide reliable service between Kingston and Seattle shortening commutes. It will decrease the congestion of SR 305, improving not only the business climate but addressing highway safety issues as well. The Greater Area Kingston Chamber has formal given support to Aqua Express as well as Kitsap Transit in all matters related to potential serves of passenger only ferries from Kingston to Seattle and we ask you to approve the application before you on this matter as we believe it holds countless benefits for Kingston, Kitsap County, and all of the Puget Sound.

Sincerely,

Tom Waggoner,  
President  
Greater Area Kingston Chamber of Commerce

---



# BREMERTON CHAMBER

P.O. Box 229

301 Pacific

Bremerton, WA 98337

*A Stronger  
Chamber  
Equals  
A Stronger  
Community*

July 1, 2004

Washington Utilities and Transportation Commission  
1300 South Evergreen Park Drive SW  
P.O. Box 47250  
Olympia WA 98504-7250

Dear UTC Commissioners,

The Bremerton Area Chamber of Commerce is in strong support of passenger-only ferry service.

We are especially pleased with the proposal to provide service between Kingston and Seattle and encourage you support Application B079273, Docket TS-040650 from Aqua Express, LLC.

Passenger-only ferry service is vital to the economic and quality of life interests of Kitsap County. Our community currently has 90,000 people who are employable yet only 75,000 jobs available locally. Passenger-only ferry service provides access to jobs for thousands of families who would otherwise be unable to find work on the Kitsap Peninsula.

Fast and reliable transportation is also key to attracting new companies to Kitsap County. It would not only provide easy access to Seattle but also help alleviate traffic congestion in the north end by diverting ferry commuters from Bainbridge to Kingston.

Again, we encourage you to support the application for Kingston-Seattle passenger-only ferry service.

Sincerely,

Silvia Klatman, IOM  
Executive Director

**Bremerton Area  
Chamber of Commerce**

PH: (360) 479-3579

FAX: (360) 479-1033

email: chamber@  
bremertonchamber.org

Web Page:  
www.bremertonchamber.org





# BAINBRIDGE ISLAND CHAMBER OF COMMERCE

---

July 1, 2004

Washington Utilities and Transportation Commission  
P.O. Box 47250  
1300 South Evergreen Park Drive S.W.  
Olympia, WA 98504-7250

Dear UTC Commissioners,

The Board of Directors of the Bainbridge Island Chamber of Commerce strongly supports the provision of passenger ferry service between Kingston and Seattle and we request that you grant application B07273 from Aqua Express with all alacrity.

The BICC is pleased to see private enterprise step up to the plate in a partnership with public agencies to bring long-desired passenger ferry service to Kingston.

Reliable passenger ferry service between Kingston and Seattle will help Kitsap County attract new workers and new businesses, and expand the region's economic reach, which has been hamstrung by the lack of direct access to the state's biggest commercial center.

In addition, having passenger ferry service from Kingston to downtown Seattle will potentially decrease congestion on SR 305 on Bainbridge Island, a move that will not only help improve the island's business climate, but also the quality of life of its residents.

Again, we strongly urge you to grant the application for Kingston-Seattle passenger ferry service.

Sincerely,

Kevin Dwyer  
Executive Director



June 29, 2004

Washington Utilities and Transportation Commission  
1300 South Evergreen Park Drive SW  
Olympia, WA. 98504 – 7250

Reference: Application B079273, Docket TS-040650, Aqua Express, LLC

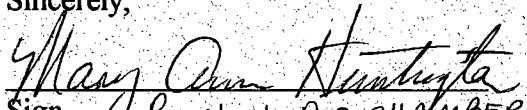
Dear Commissioners,

The Board of Directors of Port Orchard Chamber of Commerce, which has a membership of 450, supports the application of Aqua Express for a Commercial Ferry Permit between Kingston and Seattle. I urge you to approve this application.

Passenger only ferry service is not only an important element of the Stat's transportation network but is also a critical link between Kitsap and King Counties. This service will have a direct positive impact on the region's economy as whole.

The Washington State Legislature has endorsed passenger only service for years and has recognized the need for the service between Kingston and Seattle. Last year the Legislature made it clear that commercial ferry service was a viable option for this much needed route. Please act to ensure that this option is available to us.

Sincerely,

  
Sign President P.O. CHAMBER

1014 Bay St. #8  
address

Port Orchard, WA 98366

Mary Ann Huntington  
Printed name

Serving South Kitsap County

1014 Bay Street, Suite 8 • Port Orchard, WA 98366 • (360) 876-3505  
www.portorchard.com

June 18, 2004

Washington Utilities and Transportation Commission  
1300 South Evergreen Park Drive SW  
Olympia, WA 98504-7250

Reference: Application B079273, Docket TS-040650, Aqua Express, LLC

Dear Commissioners,

I write to support the application of Aqua Express for a Commercial Ferry Permit between Kingston and Seattle. I urge you to approve this application.

Passenger only ferry service is not only an important element of the State's transportation network but is also a critical link between Kitsap and King Counties. This service will not only have a direct positive impact on me as a ferry user but on the region's economy as a whole.

The Washington State Legislature has endorsed passenger only service for years and has recognized the need for the service between Kingston and Seattle. Last year the Legislature made it clear that commercial ferry service was a viable option for this much needed route. Please act to ensure that this option is available to us.

Sincerely,

Janet Kramberger  
Sign

27271 Ohio Ave NE  
Address  
PO Box 1738

Janet Kramberger  
Printed Name

Kingston WA 98344



July 1, 2004

**Board of Directors**

Beverly Kincaid, President  
Grant Griffin, Vice President  
Joan Dingfield, Sec'y./Treas.  
Tim Botkin  
Darrell Bryan  
Terry Dolan  
Holly James  
Bonnie McDade

Matt Mullett  
Scott Rhodes  
Len Roueche  
Alice Tawresey  
Sonny Woodward

**Directors of Counsel**

Ken Attebery  
Ray Deardorf  
Chris Endresen  
Richard Hayes  
Cheryl Kincer  
Will Maupin  
Sharon Shrader  
Ann Sutphin

Washington Utilities and Transportation Commission  
P.O. Box 47250  
1300 South Evergreen Park Drive S.W.  
Olympia, WA 98504-7250

**Re: Application B079273, Docket TS-040650, Aqua Express, LLC**

Dear Commissioners;

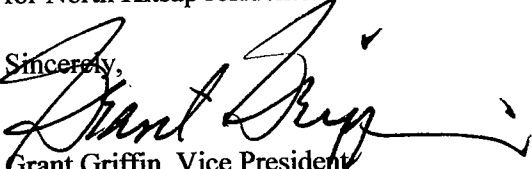
The Marine Transportation Association of Kitsap (MTAK) urges the Washington Utilities and Transportation Commission to approve application B07273 from Aqua Express without delay.

MTAK is committed to rider-oriented passenger only ferry service between Kitsap County and other ports on the Puget Sound. As a strong supporter of the voter measure last fall to create a comprehensive passenger ferry service originating in Kitsap County, MTAK recognizes that Kitsap residents rejected the property and motor vehicle excise tax funding proposal but *not* the need for passenger ferry service. County residents believe that passenger ferry service from Kingston is imperative for future economic development in North Kitsap County, and that private operators are key to development of this service.

MTAK is pleased that private operators have stepped in to provide passenger ferry service from Kingston to Seattle. The joint development agreement that Aqua Express has entered into with Kitsap Transit will ensure that this service is integrated with shore-side transportation systems and is responsive to county residents' needs.

In addition to providing service on a highly desired new route directly to downtown Seattle from Kingston, MTAK believes that the proposed passenger ferry service between Kingston and Seattle will improve the quality of life locally. It will alleviate overcrowding on major arterials such as State Route 305 and allow other communities, such as Bainbridge Island and Poulsbo, to effectively manage economic development.

Please grant application B079273 from Aqua Express and preserve transportation choices for North Kitsap residents.

Sincerely,  
  
Grant Griffin, Vice President  
Marine Transportation Association of Kitsap

**Marine Transportation Association of Kitsap**  
P.O. Box 29 ~ Bremerton, Washington 98337  
Website: [www.MTAK.org](http://www.MTAK.org)

I am writing to give support to the Aqua Express proposal to provide Foot Passenger-Only Service between Kingston and Seattle.

I live in Kingston and work in Seattle. I am a professional who commutes 5 days a week. I have supported every effort thus far to try to get a direct ferry service between Kinston and Seattle. I am impressed with Aqua Express, and believe they will provide professional and dependable service.

This service will benefit me, my company, and my community. Currently, I ride Kitsap Transit from Kingston to Bainbridge (35 minute ride), walk on the Bainbridge/Seattle Ferry, and walk to work on 4th and Pine. The new service will allow me to ride Kistap Transit (for 5 minutes) to Kingston, and walk on the passenger-only ferry. This new commute pattern will save 30 to 45 minutes, each way. A total of 60 to 90 minutes per day! Rather than commuting, I can get some extra work done, which will benefit my company, and bring financial benefits to my community.

I look forward to the new passenger only ferry service, and plan to change my commute to ride Aqua Express twice a day, 5 days/week.

Please contact me if you have any questions, of if I can provide additional support.

Thank you,  
Courtney Owens

RECEIVED  
94 JUL -6 PM 3:09  
KINGSTON

I was not able to attend the July 1, 2004 meeting, but I wanted to register my support for this important transportation link for Kitsap county.

I believe this will give commuters a transportation choice as well as relieve congestion on Hwy 305.

Donna Salazar  
Kingston, WA

RECEIVED  
RECORDS SECTION  
04 JUL -5 PM 3:09  
OFFICE OF THE  
CLERK OF SUPERIOR  
COURT

To whom it may concern,

While unable to attend the July 1 Kingston public comment meetings, ironically in part due to being unable to get to downtown Seattle from Kingston and back in a quick fashion, I read with tremendous relief the UTC decision to throw out the State ferry system union arguments.

I trust that the final decision that UTC makes regarding customer-financed Kingston to Seattle ferry service will keep in mind the needs of the community that the ferry is intended to serve.

Thank you for your time,

Respectfully,  
Justin K Mahaffa, Kingston resident

RECEIVED  
RECORDS SECTION  
04 JUL -2 PM 3:08  
OFFICE OF THE  
ATTORNEY GENERAL  
SEATTLE, WASHINGTON

Washington State Utilities and Transportation Commission:

I would like to express my dissatisfaction in the public hearing scheduled yesterday at the Kingston Junior High School on the Kingston/Seattle Passenger-Only Ferry. I arrived just before 8pm for a hearing that was supposed to last from 6pm until 9pm. The meeting was over when I arrived with only a few people from Kitsap Transit and the public remaining in the meeting room.

I live approximately 10 miles from Kingston and commute to downtown Seattle every day. That is a 1:45 to 2 hour commute each way, taking the bus to the Bainbridge ferry, and walking in Seattle. Using a passenger only ferry from Kingston could reduce that time significantly because I am 10 miles from Kingston and more than 20 miles from Bainbridge.

It is impossible for me to attend a day or early evening meeting and I was excited to attend this one because it would still be going on when it was possible for me to attend a portion of it. However, it ended before 8pm, more than an hour earlier than scheduled. When I was walking out another lady was walking in also hoping to attend. Her comment was, "Some of us have to work".

I believe that scheduling or ending public meetings at times that the people interested in the service can not attend, in this case commuters that do not get home until 7 or 8pm, does not serve to allow public comment on this service. I would like to express my vote as a "no", simply because I do not have any idea what is going on, I was not allowed the opportunity to participate in the process because the UTC ended or allowed the meeting to end prior to the scheduled time, more than 1 hour before.

Louis

RECEIVED  
RECORDS SECTION  
94 JUL -2 PM 3:08  
STATE OF WASHINGTON  
OFFICE OF THE ATTORNEY GENERAL  
COMMUNICATIONS SECTION



Dear UTC Commission:

My name is Sara Foster.

I want to express my support of the granting of the application to Aqua Express for the Kingston Foot Ferry. I have lived in the Kingston area for 11 years and have commuted to Seattle for all but two of those years. I have just applied for a job in Seattle, and if I get it I will not initially be able to take the Aqua Express round trip, perhaps not at all, because it is a half-day job. Nevertheless, I support the ferry and hope that eventually there are enough runs that returning mid-day to Kingston via this ferry would be possible.

I would also like to add that I have two brothers. One lives in Salem, Oregon and commutes daily to Portland via carpool. My other brother lives in Tokyo. My commute to downtown Seattle averages 1.5-2 hours each way and is longer than either of my brothers'.

Thank you.

Sara Foster

RECEIVED  
04 JUL -1 PM 3:08  
STATE OF WASHINGTON  
UTILITY DIVISION  
ENGINEERING

Dear Commissioners,  
On behalf of Kitsap County residents, I request the Washington Utilities and  
Transportation Commission grant application B07273 from Aqua Express.

There is no mystery that we need water transportation for economic and  
quality of life in Kitsap County.

Sincerely,  
Holly James

RECEIVED  
RECORDS SECTION  
01 JUN 29 PM 3:07  
016-700-1000  
001-700-1000

We did receive the packet of information on the foot ferry schedule between Kingston and Seattle. We are very glad that the foot ferry is finally coming. We also want it to work. Here are some comments:

The evening schedule out of Seattle needs to change. 5:40pm is too late! Move the departure time 20-30 minutes earlier. Your boat out of Kingston in the morning 7:10am will get most people to work in Seattle by 8am. They will be ready to depart back home at 5pm. By waiting until 5:40 for the later departure, it wastes everyone's precious evening time. Please move this earlier so we can get home at a reasonable hour. We will be paying for this!

The bicycle fee is OUTRAGEOUS!!!! Why are you choosing to discourage bicycles????? \$6.00 extra for a bike is robbery!! and highly unnecessary!! It will be cheaper to drive a car on WSF than use this new service with a bicycle! I ride my bike everyday from the waterfront to West Seattle. This is the most affordable and efficient way for me to commute. Bicycles are healthy, clean, and convenient for many people and should be encouraged, not discouraged. Charging \$6 extra is unreasonable and discourages bicycles from using your service. Please change the bicycle fee to a nominal charge that ENCOURAGES use.

Please also schedule your meetings so that people who work in Seattle and will ACUTALLY USE this service can attend. I cannot get from Seattle to Kingston after work by 6pm. Shame on you for excluding those who want this service the most from attending your poorly timed meetings.

Christi Masi and Scott Masengill  
Hansville, WA

RECEIVED  
REPORTING UNIT  
91 JUN 28 PM 3:07  
OFFICE OF THE  
CITY CLERK

I am in complete support of an initial contract for a Passenger Only Ferry for the Kingston Run with a specific schedule for review of the operator's performance. I will be using it to travel to and from my land in Port Townsend when it is available.

Yours,  
Doug Hunt

RECEIVED  
PORT TOWNSEND  
04 JUN 25 PM 3:07  
OFFICE OF THE  
MAYOR  
PORT TOWNSEND