

BREMERTON-KITSAP AIRPORTER, INC.
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November 1, 2010

Mr. David W. Danner
Executive Director and Secretary
Washington Utilities &
Transportation Commission
P.O. Box 47250
Olympia, WA 98504

RE: Docket T-101661

Dear Mr. Danner,

We received your letter of October 20, 2010 requesting information regarding subject docket.

Regrettably, we are unable to provide much of the information that you request simply because we do not track much of it. Moreover, because of limited storage space all records besides the current year and the financial statements are stored in boxes in our records storage area and are, for all intents and purposes, unavailable. In addition, the Annual Reports presented to the WUTC are available in our office and the WUTC and contain much of the information that you request.

We purchase all of our gasoline from two suppliers and records of gallons used is kept for purposes of claiming the federal fuel tax rebate each year as a credit against federal income taxes owed. Gasoline usage for calendar years 2007 to 2009 and passenger counts are as follows:

<u>Year</u>	<u>Total Gals</u>	<u>Total Cost</u>	<u>Total Passengers</u>
2007	169782	\$ 459391.	151,740
2008	165667	\$ 515723.	160,448
2009	156875	\$ 403132.	157,160

We do not calculate fuel surcharge revenue as a separate item therefore we are unable to calculate that amount. We do track total passengers carried each month and the amount of surcharge requested for each month is kept by the WUTC. The passenger count for each month of 2010 is as follows: Jan.- 11725, Feb.-9815, Mar.- 11992, Apr.-12574, May- 13040, Jun.- 14034, Jul.- 14723, Aug.-14891, Sep.- 13587. All passenger counts include both Kitsap and Ft. Lewis passengers.

Finally, all of our 13 busses are late model Ford E450 Cutaway busses with 21 or 24 passenger capacity. Two late model 11 passenger vans are also in operation. Two or three busses are purchased each year therefore our fleet is no more than 5 years old. All vehicles use regular grade gasoline.

I hope the above data is sufficient for staff to calculate fuel surcharges in the future.

Sincerely,

Richard E. Asche
President