

January 2, 2018

TO: Kitsap Transit Board of Commissioners
FR: Fast Ferry Sub-committee (Patty Lent, Ed Stern, Rob Gelder)
RE: POF Program Review and report

Thank you to the Kitsap Transit Board for supporting this independent review of the fast ferry program. The opportunity to review and confirm operating assumptions is important to maintaining and/or restoring confidence in the program. The long term success of the fast ferry service was the priority of the sub-committee.

The attached report from Darrell Bryan covers the factors laid out in the initial scope of work and provides a wealth of back-up detail to support his confirmation of assumptions and his recommendations for program improvements.

Key recommendations rose to the top of list in our review of the recommendations. The need to finalize the contract with the King County Marine Division is job number one. With confirmation of the vessel design, timely back-up vessel construction (as well as mid-term solutions for interim back-up support) needs to proceed. The reservation system, while perhaps not as vital for the Kingston and Southworth runs due to greater passenger capacity, is important for the users of the Bremerton run for optimal customer experience. In addition, Kitsap Transit must work with King County Marine Division to identify alternative docking capacity in Seattle. The current Coleman dock rehabilitation does not expand passenger only ferry slips. With additional routes coming on-line, this long term programmatic need will only increase.

With the departure of the KT Marine Services Director, immediate attention is needed to ensure the smooth continuation of the program and implementation of the enclosed recommendations.

Falling outside of the initial scope, is a recommendation for outreach to both Jefferson and Clallam Transits for direct connections to Kingston when that service comes online. This would potentially offer a shift of demand from the 305 corridor and provide those customers with a shorter commute.

Ultimately, the success of the program will be built upon excellent communication and collaboration with partner agencies and regulatory authorities alike. The report covers other areas of operations that should be reviewed by the board as well. As with any concurrent activities, some of the recommendations have already been addressed.