

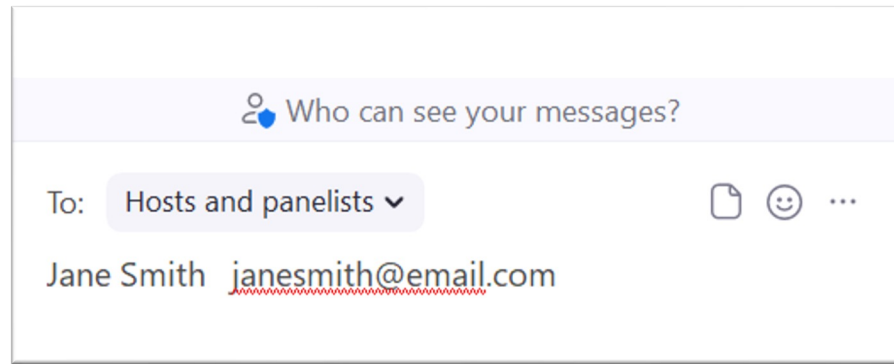
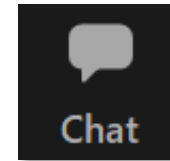
Seattle Fast-Ferry Terminal Project

Early Scoping Meetings

JUNE, 2022

Welcome

- Please sign in using the chat function
 - Click the Chat button at the bottom of your screen
 - Enter your first name, last name, email, and affiliation (optional) in the Chat window

A screenshot of a chat window. At the top, there is a header bar with a person icon and the text "Who can see your messages?". Below this, there is a "To:" field with a dropdown menu showing "Hosts and panelists". To the right of the dropdown are icons for attachments, emojis, and a more options menu. At the bottom, there is a text input field containing "Jane Smith" followed by "janesmith@email.com" which is underlined with a red squiggly line.

Only the meeting hosts and panelists can see what attendees type in the Chat

Ground Rules & Logistics

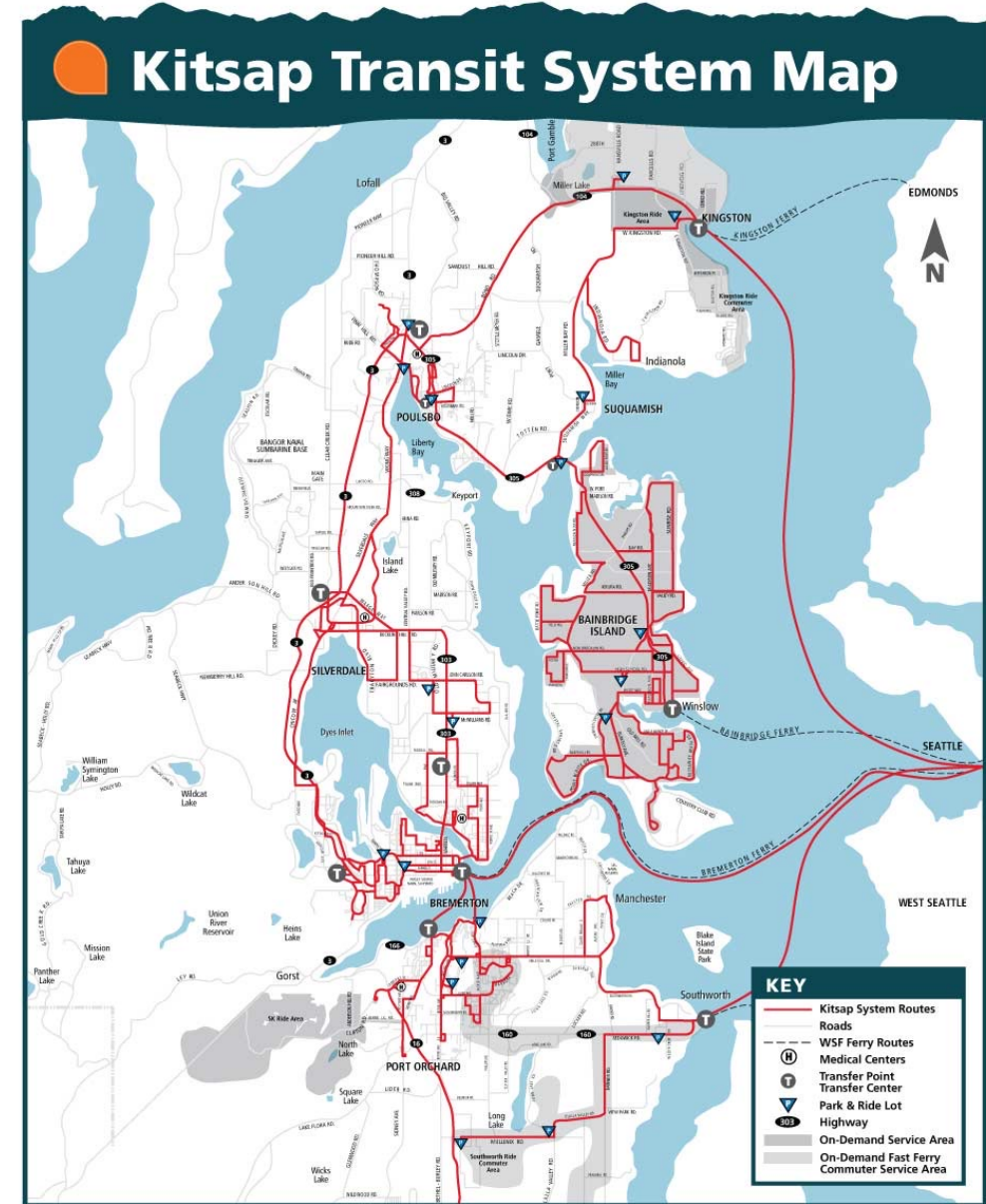
- Meeting will be recorded and available on the project website:
 - www.kitsaptransit.com/agency-information/seattle-fast-ferry-terminal-project
- All attendees will remain muted unless asking a question or making public comment
- Opportunities for Q&A and Public Comment will come at the end of the meeting

Agenda

- Welcome
- Project Overview
- Q&A
- Public Comment
- Other Ways to Comment
- Next Steps
- Adjourn

Kitsap Transit

- Public Transportation Benefit Area Authority established by public vote in 1982
- Initially provided service to the greater Bremerton and Port Orchard areas; has since expanded to cover the entire county
- Foot Ferry service operated since 2002
- Fast Ferry service launched:
 - Bremerton 2017
 - Kingston 2018
 - Southworth 2021



Kitsap Fast Ferries



Three Fast Ferry routes connect Kitsap County to downtown Seattle, providing a transportation alternative with roughly half the travel time as other modes (WSF, bus, autos)

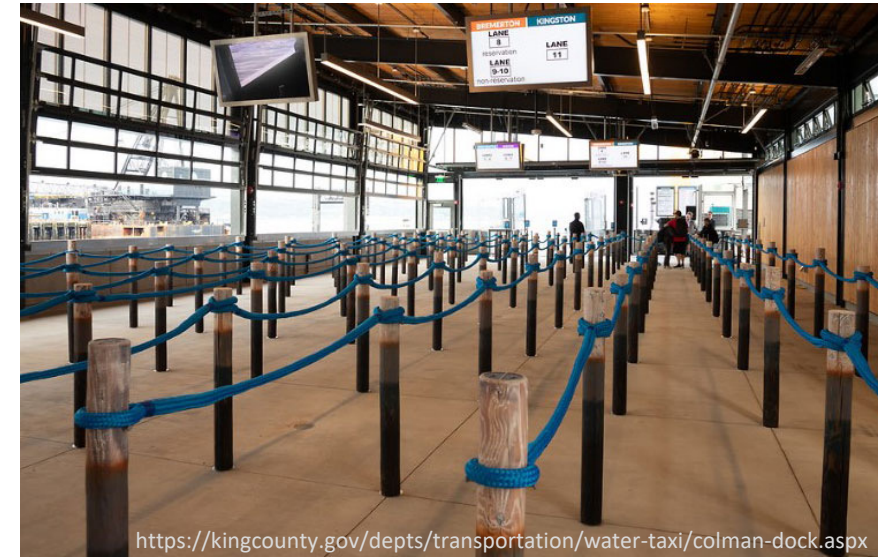
Current Fleet

Route Served	Vessel	Length (feet)	Beam (feet)	Passenger Capacity
Kingston	Commander	140	39	250
	RP1			
	Reliance			
Bremerton	Lady Swift	78	28.2	118
Southworth	Enetai	140	39	250
Back-up	Finest	125	32.9	350
Back-up	Solano	125	39.4	320



Seattle Pier 50 POF Facility

- Owned by King County Metro
- Designed before Kitsap Fast Ferry service started, the facility was sized for two King County routes
 - Two side-loading vessel slips
 - Covered queuing space for approximately 500 passengers
- Currently supporting five total routes (two King County Water Taxi and three Kitsap Fast Ferry)
- Potential expansion of in-water or shoreside facilities is limited and inadequate for Kitsap Transit's program
- No electric vessel charging infrastructure



Why is Expanded POF Capacity Needed?

- Downtown Seattle is the region's economic and cultural center, and the waterfront is the most in-demand destination in downtown Seattle
- Pier 50 is the only public POF terminal facility, and it is constrained
 - Only two side-loading vessels can land at one time
 - Landing times are fully utilized during peak AM and PM commute periods
 - Limited space for potential facility expansion or addition of shoreside equipment and infrastructure to support future electric vessel charging

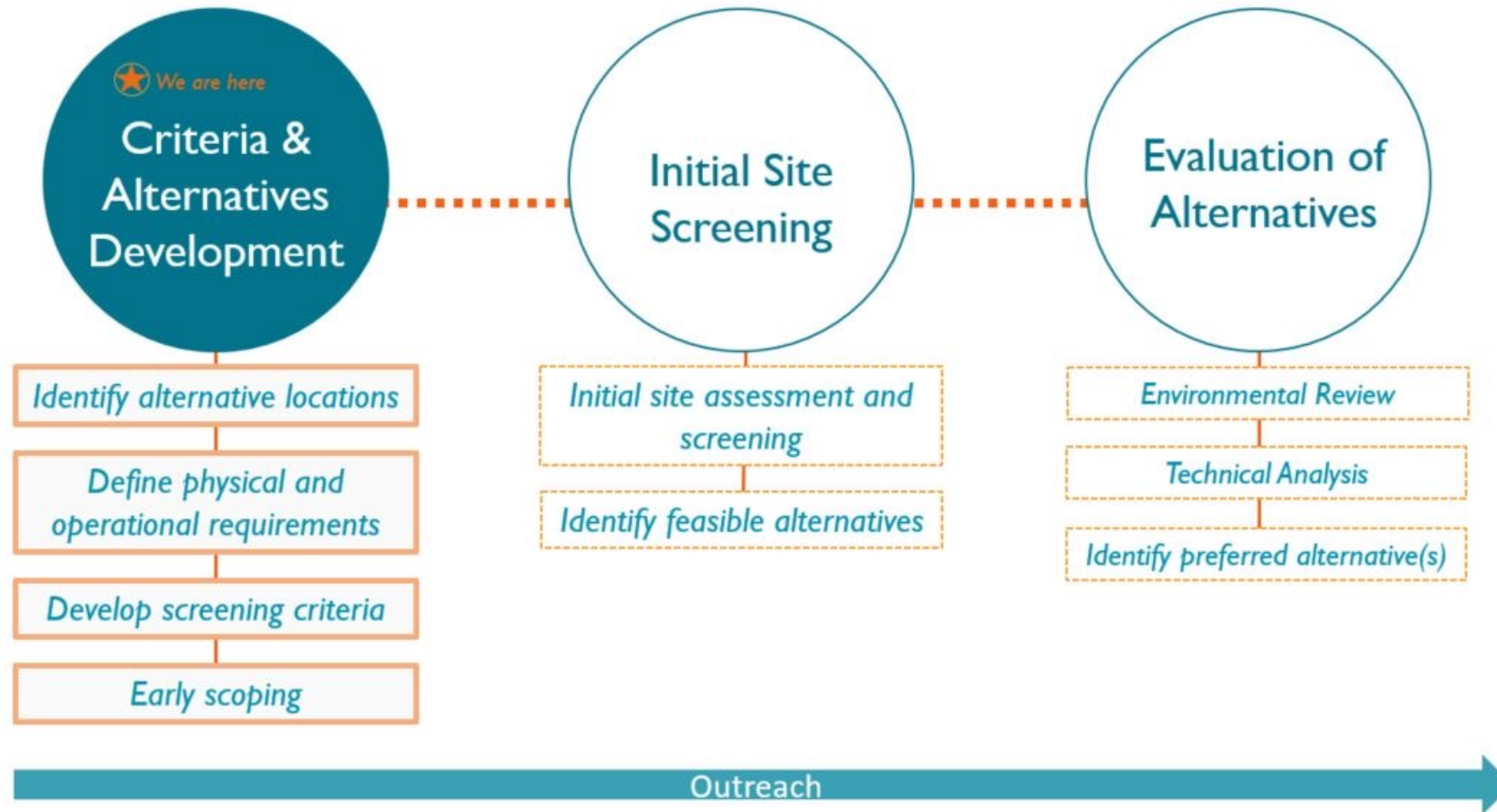
Why is Expanded POF Capacity Needed?

- Capacity constraints create challenges for current KT service and limit potential expansion
 - Impacts: delays and cancellations; more fuel consumption/higher carbon emissions when vessels have to travel at higher speeds to meet limited docking windows
 - KT offers a faster trip between the Kitsap peninsula and downtown Seattle, but cannot add trips during peak demand periods
- Downtown Seattle landing site capacity is a barrier to potential future routes or service expansion
 - Identified in the PSRC 2020 POF Study

Expanded Capacity will Improve Regional Mobility

- Increase number of vessel docking slips and passenger queuing and amenities
- Continue reliable and safe operation of Kitsap Fast Ferry routes
- Create opportunities for growth of passenger-only ferries throughout Puget Sound
- Increase integration of passenger-only ferries and other transit
- Improve access to jobs and housing in regional growth centers
- Expand mobility options for minority and low-income populations
- Maintain/improve rider access to Seattle business, education and cultural destinations
- Incorporate shoreside infrastructure to support electric vessel charging

Alternatives Development Approach



What Has Happened to Date?

- Identification of range of alternative locations
- Identification of programming needs
- Outreach to waterfront stakeholders
- Public online survey on study criteria
- Initial assessment of waterfront sites

Downtown Seattle waterfront sites included in preliminary assessment



POF Facility Programming Needs

- **Site control:** Site available for long-term use as a POF landing site
- **Vessel programming and navigation:** Sufficient space for safe and reliable passenger-only ferry operations and future flexibility/expansion
- **Passenger programming:** Space for covered queuing and amenities to support three current Fast Ferry routes, with potential for future expansion



Criteria to be Applied to Initial Site Screening

Site use compatibility

- Site allows passenger-only ferry landing use
- Passenger-only ferry operations are compatible with existing site uses

In-water space

- Accommodate current Kitsap Fast Ferry operating needs
 - Four operating slips (three in service and one back-up)
 - Space for simultaneous maneuvering of at least two vessels
 - Adequate protection from wind, waves, and wakes from vessel traffic
- Space to accommodate potential future growth

Criteria to be Applied to Initial Site Screening

Space for passenger programming

- Space for covered queuing and amenities to support at least three passenger-only ferry routes

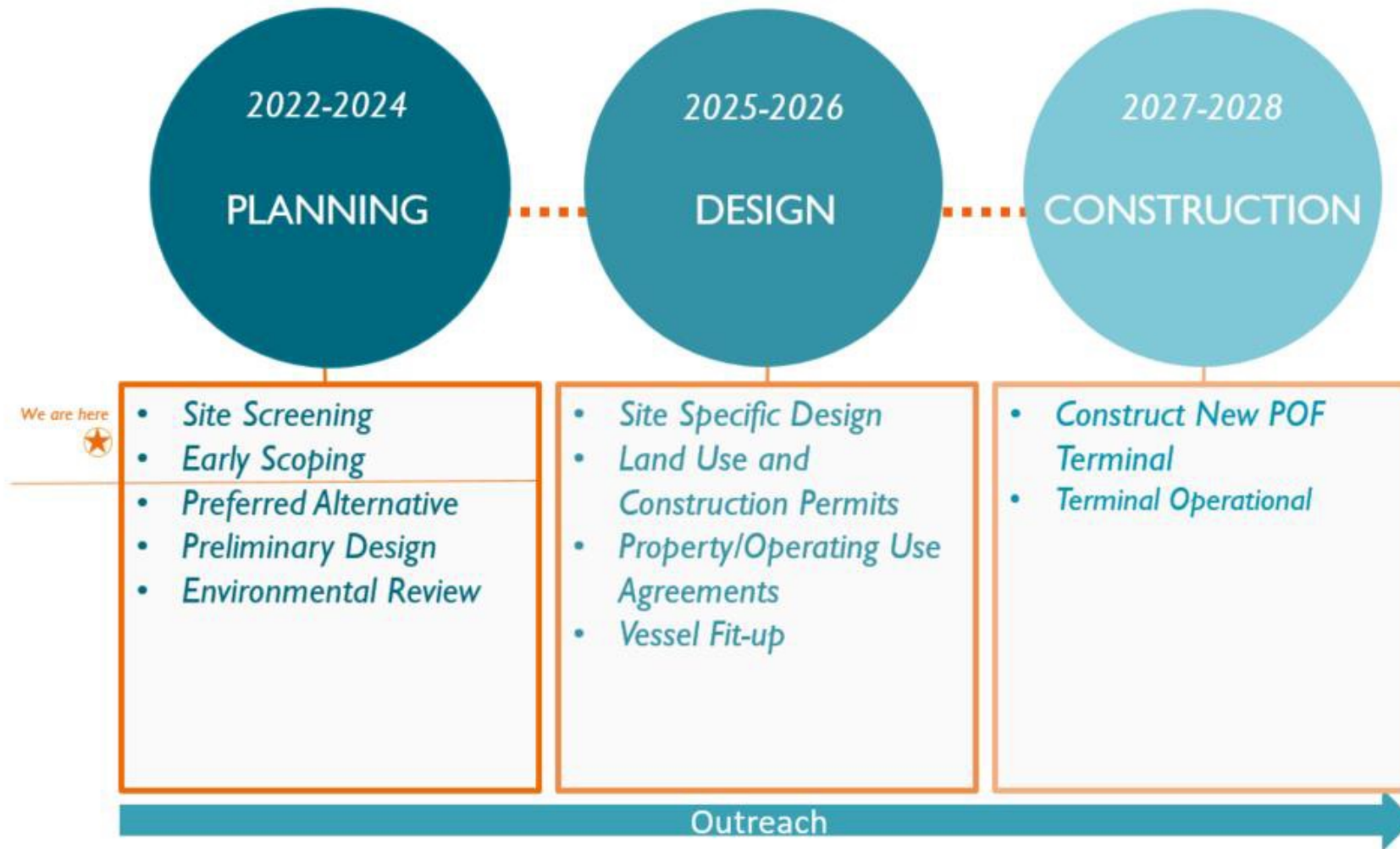
Access

- Multimodal-pedestrian, bicycle, and transit connections
- Maintain current Fast Ferry route crossing times

Future use planning

- Uplands and in-water space to add equipment to support electric charging for vessels or accommodate future use of alternative fuels

Project Timeline and What's Next



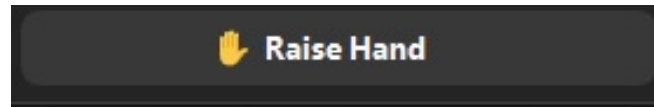
Early Scoping – Feedback is Important!

- Scoping helps define and refine the project purpose and need, alternatives, and criteria used for evaluation of alternatives.
- Includes engagement with tribal governments, agencies, transit riders, property owners, businesses, community-based organizations and all other interested parties on both sides of the fast ferry routes.
- Seeking comments on the following:
 - The purpose and need for the Project
 - Proposed criteria for site assessment
 - Potential impacts and benefits of the Project
 - Other considerations that are relevant to the evaluation of alternatives

Questions

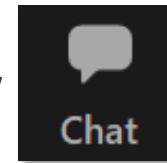
- To ask a question:

- Raise your hand



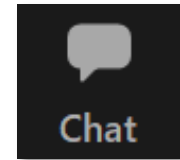
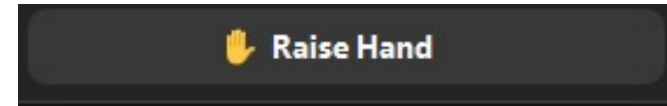
or

- Type your question into the Chat window



Public Comment

- To make a public comment:
 - Request to speak by raising your hand
 - Comments or requests to speak may also be submitted in writing in the Chat window



Other Ways to Comment

- **Online:**
www.kitsaptransit.com/agency-information/seattle-fast-ferry-terminal-project
- **Email:** KTplanning@kitsaptransit.com
- **Phone:** (360) 478-6931
- **Mail:**
Kitsap Transit
Steffani Lillie, Service & Capital Development Director
60 Washington Ave, Suite 200
Bremerton WA 98337

The public comment period for Early Scoping is open through June 13, 2022.