

KITSAP TRANSIT BOARD OF COMMISSIONERS MEETING

MINUTES OF NOVEMBER 1, 2022

Board of Commissioners Present:

Deets, Joe, Mayor, City of Bainbridge Island
Driskell, Robert, Teamsters Local No. 589, *non-voting member*
Erickson, Becky, Mayor, City of Poulsbo, **Vice Chair**
Garrido, Charlotte, Kitsap County Commissioner
Gelder, Robert, Kitsap County Commissioner
Mockler, Anna, Council Member, City of Bremerton
Putansuu, Robert, Mayor, City of Port Orchard
Schneider, Leslie, Mayor, City of Bainbridge Island
Wheeler, Greg, Mayor, City of Bremerton
Wolfe, Edward, Kitsap County Commissioner, **Chair**

Staff Present:

Sanjay Bhatt, Marketing & Public Information Director; Sierra Cagle, ACCESS Supervisor; Andrea Carey, Marine Services Operations and Maintenance Manager; John Clauson, Executive Director; Juanita Cissney, Operations Administrative Assistant; Edward Coviello, Transportation & Land Use Planner; Jeff Davidson, Grants & Compliance Coordinator; Cyndi Griffey, Worker/Driver Supervisor; Dennis Griffey, Vehicle and Facilities Maintenance Director; Kathryn Jordan, Manager Routed Operations Manager; Steffani Lillie, Service and Capital Development Director; Stephanie Milne-Lane, Clerk of the Board; Mary Pauly, Human Resources Director; Michael Ricketts, Purchasing Specialist; Kimberly Ruiz, ACCESS Operations Coordinator; Paul Shinnors, Finance Director; Dan Sirotzki, ESMS Coordinator; Jeff Vinecourt, ACCESS Operations Manager.

Also Present: David Weibel, Legal Counsel

1. CALL TO ORDER: Chairperson Wolfe called the meeting of the Kitsap Transit Board of Commissioners to order at 8:30AM.

2. AGENDA REVIEW

None.

3. CHAIRPERSON'S COMMENTS

Chairperson Wolfe commented on the weather, noting the snow in the mountain passes.

4. CONSENT/ACTION ITEMS

- a. Warrants for September 2022
- b. Minutes of October 4, 2022 Board Meeting
- c. Resolution No. 22-72, Revoking Emergency Powers

- d. Resolution No. 22-73, Contract Amendment - Blue Coast Engineering
- e. Resolution No. 22-74, Authorizing VanPool Vehicle Purchase
- f. Resolution No. 22-75, Adopting the 2023 Legislative Agenda

Mayor Putaansuu moved and Mayor Deets seconded the motion to approve the Consent Agenda.

Discussion: Commissioner Mockler acknowledged that as part of the Consent Agenda, Kitsap Transit was revoking emergency powers.

Motion passed unanimously.

5. FULL DISCUSSION /ACTION ITEMS:

- a. *Resolution 22-76: Approving the 2023 Operating & Capital Budgets*

Executive Director John Clauson explained that this Resolution was to approve Kitsap Transit's 2023 Operating and Capital Budgets. Clauson introduced Finance Director Paul Shinnars who provided a presentation outlining the key components of the proposed 2023 budget.

Transit Fund Operating Revenue/Expense: Shinnars started his presentation by explaining that Kitsap Transit's budget is comprised of two funds, transit and ferry. He noted that the transit fund operating revenue, which is comprised of fares as well as parking and lease income, amounted to \$2.988 million. The operating expense on the transit fund amounted to \$55.291 million, which was an increase of approximately \$5.8 million or 11.7% compared to the 2022 budget. Shinnars noted that this increase was due to fuel, wages, and benefits, which accounted for \$5.5 million of the \$5.8 million operating expenses increase.

Transit Fund Non-Operating Revenue/Expense: Shinnars explained that on the transit fund side, Kitsap Transit receives 8/10 of a percent in sales tax from every sale in Kitsap County. Sales tax revenue accounts for approximately 90% of Kitsap Transit's revenue base. Shinnars highlighted that the 2023 growth assumption, which was taken from actual financial figures from prior years, was 3.5%. The five-year outlook growth rate was also approximately 3.5%. Referencing inflation, Shinnars maintained that Kitsap Transit was not anticipating growth in the sales tax revenue assumption.

Transit Fund Beginning Unrestricted Reserve: Shinnars noted that the estimated beginning unrestricted reserve amounted to \$56.2 million. The cash flow on the transit fund is positive, so Kitsap Transit planned on adding to its unrestricted reserves.

Transit Fund Capital Program: The net local contribution to the Capital program for the proposed 2023 budget amounted to \$42.2 million, which Shinnars noted is higher when compared to prior years due to COVID stimulus funding and prior year's sales tax revenue. Shinnars explained that it is anticipated the Federal Transit Authority (FTA) will designate Kitsap Transit as a large urban

transit in the future, which has resulted in elevated Capital program funding in the five-year outlook.

Transit Fund Bremerton UZA Stimulus Funding: Shinnars explained that Kitsap Transit would draw upon UZA stimulus funding to offset the higher Capital program costs in 2023 on the transit fund. He also noted that there would be a \$290,000 draw on Kitsap Transit's fuel reserve in 2023.

Transit Fund Estimated Ending Unrestricted Reserve: In the proposed 2023 Budget, the estimated ending unrestricted reserve totaled \$42.3 million.

Transit Fund Estimated Minimum Reserve: The proposed 2023 budget included \$15.2 million for the estimated minimum reserve, which was recently increased to cover three months of average operation and 25% depreciation. Shinnars noted Kitsap Transit's transit fund was in a good financial position but acknowledged that, based upon current assumptions, the five-year outlook shows the minimum reserve balance being drawn down as expenses exceeded revenue.

Transit Fund Capital Budget: Shinnars noted that the transit fund capital budget included vehicle purchases, electric charging infrastructure, upgrades to operations bases, and additional transit centers and park & rides.

Ferry Fund Operating Revenue/Expenses: Shinnars explained that the ferry fund operating expenses for the proposed 2023 budget was approximately \$21.5 million, which is roughly a \$5.1 million or a 31% increase over the 2022 budget. Shinnars noted that, like the transit fund, the increase was due to fuel, wages, and benefits, which accounted for \$4.1 million of the ferry fund operating expenses increase.

Ferry Fund Non-Operating Revenue/Expenses: Shinnars noted that Kitsap Transit collected 3/10 of a percent in sales tax on every sale in Kitsap County for the ferry fund. Mirroring the transit fund, the growth assumption from prior year's actual was 3.5%. The five-year outlook growth rate was also approximately 3.5%.

Ferry Fund Estimated Beginning Reserve: Shinnars acknowledged that ferry fund's beginning reserve was not in the same financial position as the transit fund. He noted that the estimated beginning reserve was approximately \$13 million. Payments on a 2017 \$45 million bond amounted to \$3.9 million each year, which was removed from the beginning reserve balance. Shinnars emphasized that, like the transit fund, the ferry fund capital expenditures was also significant at \$10.2 million. To offset expenses, Shinnars explained that the proposed 2023 budget included a \$1 million draw on a Capital reserve. The proposed 2023 budget also included draws on Seattle and Bremerton UZA stimulus funding.

Ferry Fund Estimated Minimum Reserve: Shinnars noted that in the five-year outlook, Kitsap Transit was very close to the minimum reserve. The 2023 proposed budget demonstrated that the ferry fund is in a declining financial position.

Ferry Fund Capital Budget: Shinnors explained that the ferry fund Capital budget included purchases for spare parts, such as foils and jets, as well as an all-electric ferry.

Commissioner Wolfe noted that sales tax is the most significant revenue source for Kitsap Transit and asked Shinnors if he could provide projections for sales tax for future years. Acknowledging the possibility of a recession, Shinnors explained that he was reluctant to provide a projection. He noted that he used the 15-year mean and median because recession figures were captured. In using these figures, he conservatively estimated a 3.5% assumption for the proposed 2023 budget.

Commissioner Schneider inquired if fast ferries had equal or higher ridership than transit. She also asked how many electric busses Kitsap Transit had in operation and how many were on back-order due to supply chain issues.

Executive Director Clauson explained that ferry ridership was second to the fixed route portion of transit and acknowledged that ferry ridership was a significant portion of Kitsap Transit's overall ridership. Clauson also noted that Kitsap Transit currently had two battery electric vehicles, with additional vehicles on order. Clauson indicated that by early 2024, Kitsap Transit would have a total of 30 battery electric vehicles. Clauson further explained that six battery electric vehicles had been on order, but deliveries had been delayed due to supply chain issues.

Mayor Erickson sought confirmation that the 2023 proposed budget included starting Sunday Service as workforce capacity allowed. Executive Director Clauson confirmed that Sunday Service was included in the proposed 2023 budget.

Mayor Erickson also inquired about fuel cost assumptions and asked if elevated fuel prices were part of Shinnors' projections. Shinnors confirmed that fuel costs in the proposed 2023 budget carried into the outlook years. Projections would alter if the cost of fuel decreased.

Executive Director Clauson explained that, as part of the budget resolution, he proposed an organizational shift. Customer service personnel would move from the Capital and Service Development Department to the Marketing Department.

Mayor Deets moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 22-76, approving the 2023 Operating and Capital Budgets for the Transit Fund and the Ferry Fund, the structure and staffing chart, and the non-represented salary schedule for Kitsap Transit as presented in Exhibits A through D.

Discussion:

Mayor Putaansuu commented that Kitsap Transit's fiscal position was much better than it was 10 years ago. He noted that the ferry fund was concerning and underscored the need to make sure that ferry service was sustainable. Noting fuel costs, Mayor Putaansuu articulated a need for the Board to discuss raising ferry fares.

Mayor Erickson echoed Mayor Putaansuu's comment regarding evaluating ferry fares.

Motion passed unanimously.

b. Resolution No. 22-77, Board Composition Review

Executive Director Clauson explained that a Board Composition Review was a state requirement of Public Transit Benefit Areas that occurs every four years. As part of the process, each jurisdiction that Kitsap Transit provides service to designates a representative to serve on the Board Composition Review Committee. The Committee has the authority to make changes to the structure of the Board. Clauson explained that the Board Composition Review Committee met and unanimously approved to retain Kitsap Transit's current Board structure.

Mayor Putaansuu moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-77, adopting the Board Composition Review Committee's decision to retain the existing composition of Kitsap Transit's Board of Commissioners.

Discussion: None.

Motion passed unanimously.

c. Presentation: R99 Fuel

ESMS Coordinator Dan Sirotzki provided a presentation on the benefits of R99 Fuel. His presentation explained that R99, or Renewable Diesel, is an advanced biofuel derived from biomass feedstocks, including oils or animal fats. After hydrogen molecules are forced into the biomass feedstock it becomes chemically similar to petroleum. He noted that R99 is a "drop and go" fuel, meaning that Kitsap Transit would not have to change equipment to use this fuel. Sirotzki emphasized that R99 has a higher cetane level, which equates to 90-93% less particulate matter emission. R99 also does not pick up particles from the tank to pull through a vehicle's engine, which allows filters to last 10 times longer. This results in much less maintenance on vehicles. R99 is also boasts a higher lubricity, resulting in longer vehicle engine life. Sirotzki noted the cost of R99 was higher than regular diesel at \$6.90.

Mayor Deets inquired about the net cost of using R99 given maintenance savings. Sirotzki indicated it was difficult to predict when savings would begin to offset costs.

Sirotzki explained that a new Portland based R99 plant would begin production in January 2023. He also noted that another R99 plant was in California. Sirotzki explained that Kitsap Transit's supplier has assured the agency that we would have full availability of our 2023 request.

Commissioner Schneider inquired about the difference between biodiesel and renewable diesel.

Sirotzki explained that biodiesel is roughly 20-30% of biomass and 70-80% petroleum-based diesel. R99, or renewable diesel, differs because it starts with biomass and then has forced hydrogen molecules into the biomass, making it 99.82% carbon free.

Commissioner Mockler asked if there were crops in the Pacific Northwest that could be used for renewable diesel.

Sirotzki noted that corn originating from Washington state would be contributing to renewable diesel. Sirotzki explained that, to his knowledge, there were no current plans to establish a renewable diesel plant in Washington state.

Executive Director Clauson noted that potential supply chain issues and the price of renewable diesel was a concern. Clauson explained that Kitsap Transit would be ordering renewable diesel and using it out of the North Base facility. He noted that Thurston County's Intercity Transit has used R99 in a blended fashion for roughly a year and is transitioning to exclusively use R99. Clauson also emphasized that the vehicles used to deliver R99 were fueled by renewable diesel.

d. Resolution No. 22-78, Authorizing M/V Finest Dry-Docking and Repairs Contract

Executive Director Clauson explained that this Resolution allowed Kitsap Transit to move forward with the drydocking and repairs for the M/V Finest. Clauson emphasized that the U.S. Coast Guard would be examining the M/V Finest and that it was unclear what required repairs they might identify.

Mayor Wheeler moved and Mayor Putaansuu seconded the motion to adopt Resolution No. 22-78, authorizing staff to contract with Pacific Fishermen Shipyard and Electric, LLC for the M/V Finest Dry-Docking and Repairs in the amount of three hundred twenty-eight thousand seven hundred dollars (\$328,700.00).

Discussion:

Mayor Putaansuu noted that this contract underscored the need for Kitsap Transit to obtain its own maintenance facility.

Commissioner Mockler asked how often the U.S. Coast Guard found more than what was expected with routine inspections.

Executive Director Clauson noted that it was common for the U.S. Coast Guard to identify some level of additional repairs during inspections.

Motion passed unanimously.

e. Resolution No. 22-79, Purchase Additional Inductive Charging Systems for Silverdale Transit Center

Executive Director Clauson explained that this Resolution gave staff approval to move forward with purchasing two additional charging systems for the Silverdale Transit Center. The original design called for two charges; however, in reviewing the design, it made sense to add two additional chargers at the present phase of the project instead of completing construction and then attempting to fit additional charges into the design retroactively.

Commissioner Gelder moved and Commissioner Garrido seconded the motion to adopt Resolution No. 22-79, authorizing staff to purchase two (2) inductive charging systems for the Silverdale Transit Center in the amount of six hundred twenty-two thousand dollars (\$622,000).

Discussion: Mayor Putaansuu asked if the busses Kitsap Transit currently has on order would be charged using these additional chargers.

Executive Director Clauson confirmed that the busses on back order would have the plates needed to be charged using these chargers.

Commissioner Gelder inquired if Gillig was manufacturing the chargers or if they were partnering with another company.

Executive Director Clauson confirmed that Gillig was partnering with another company.

Mayor Erickson listed all the alternative energy sources Kitsap Transit was involved in, including hydrogen fuel cell research, electric chargers, and R99 diesel. She noted it seemed like Kitsap Transit was spending a lot of money to cover its bases. She recommended having a deeper conversation about this topic with experts who can provide insight into which alternative energy source might prevail. She noted that she was not interested in expending money on an energy source that might become obsolete.

Mayor Wheeler referenced the voluminous discussions regarding energy needs and Governor Inslee's order to reduce dependency on coal. He noted that transitioning away from coal results on an increased demand on the electrical grid. Mayor Wheeler proposed that, in the future, an energy summit take place to further discuss future needs.

Commissioner Schneider commented that she appreciated that Kitsap Transit was diversified, as there were pros and cons associated with each type of energy.

Mayor Putaansuu agreed with Commissioner Schneider's comments regarding diversification, noting that the science is evolving. He maintained that we want to do things that are both sustainable and environmentally friendly, but supply chains can affect specific sectors. He noted that he was looking forward to continuing this conversation.

Mayor Deets noted that the COVID pandemic forced agencies to focus on resilience instead of efficiency.

Commissioner Mocker maintained that one of the benefits of electric vehicles is that electricity was readily available when solar panels are placed on transit buildings.

Motion passed unanimously.

- f. *Resolution No. 22-80, Purchase ChargePoint DC Fast Chargers for Charleston Base Electric Charging Infrastructure*

Executive Director Clauson explained that this Resolution authorized Kitsap Transit staff to purchase ChargePoint electric chargers for the Charleston Base.

Commissioner Gelder moved and Mayor Wheeler seconded the motion to adopt Resolution No. 22-80, authorizing staff to purchase eleven (11) ChargePoint DC Fast Chargers for the Charleston Base Electric Charging Infrastructure Project in the amount of six hundred twenty-one thousand seven hundred seventy-seven dollars and sixty cents (\$621,777.60).

Discussion:

Commissioner Gelder inquired about the warranty and maintenance terms associated with the ChargePoint chargers.

Service and Capital Development Director Steffani Lillie explained that the purchase came with a one-year overall system warranty; with the electronic components, there is a three-year warranty. Lillie also confirmed that ChargePoint would come out to provide service if it fell within the warranty period.

Motion passed unanimously.

6. EXECUTIVE DIRECTOR ITEMS

Executive Director Clauson provided an update on the following topics:

- Development of a park and ride facility in South Kitsap. He explained that development is moving forward after a successful condemnation mediation where Kitsap Transit acquired two large parcels needed for the facility.
- Final 2022 Quarterly Community Meetings to be held on Saturday, November 5, 2022 via Zoom.
- On November 7, 2022 and November 8, 2022, Kitsap Transit Operators would test a new electric bus make and model. He invited Board members to view the bus if they would like.
- The November 15, 2022 Board Meeting would be held.

7. PROGRESS REPORTS

- a. Draft Financial Reports through October 2022
- b. Capital Work in Progress

- c. Fuel Costs Report through the end of October 2022

8. STAFF INFORMATION / EMPLOYEE RECOGNITION

- a. Recognizing Drivers of the Month (8:45am)

Jeff Vinecourt introduced ACCESS October 2022 Driver of the Month Tammy Lambert. In her 24 years with Kitsap Transit, Lambert has been awarded Driver of the Month 12 times and honored as Driver of the Year twice. When Lambert isn't driving, she enjoys live music, playing word games, and watching Hallmark movies. Lambert's words of wisdom for fellow drivers are "our passengers are our neighbors, someone's mom, dad, brother, sister. We are a community – Please handle with care."

Cyndi Griffey introduced John Rotter, who was awarded Worker/Driver of the Month for October 2022. Mr. Rotter started with Kitsap Transit in 2006. He was deployed to Japan for five years but returned to the Worker/Driver program in 2019. He was previously awarded Worker/Driver of the Month in 2020.

Kathryn Jordan introduced Jeff Cushnyr who was named Routed Driver of the Month for October 2022. Cushnyr has been with Kitsap Transit since 2012 and has been awarded Driver of the Month four times. He has been on the honor roll 64 times and recognized by his co-workers with 39 Way-To-Go awards. In 2021, Cushnyr earned his 6 year safe driving award. He has also been an active participant in the local, state, and national bus roadeos.

9. PUBLIC COMMENTS

No verbal public comments were shared during the November 1, 2022 meeting.

Written public comments were provided to the Board via email prior to the November 1, 2022 meeting and are appended to the minutes.

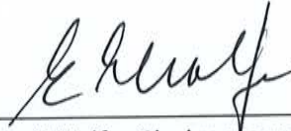
10. GOOD OF THE ORDER

Mayor Deets noted that he would not be able to attend the meeting on November 15, 2022.

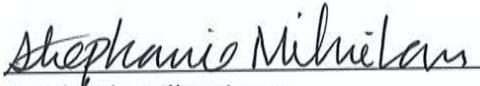
Mayor Wheeler provided an update on the request for Kitsap Transit to temporarily expand Bremerton-Seattle Fast Ferry route due to the Washington State Ferry limited-service capacity. He noted he sent another letter of support from the West Sound Cycling Club to Governor Inslee. Wheeler also noted that three local unions, including Teamsters Local 589, had submitted letters of support. Mayor Wheeler said that the Governor's Office was still considering the proposal but noted the impressive community support for the proposal.

11. ADJOURN: At 9:52AM, Chairperson Wolfe adjourned the regular meeting.

ADOPTED by the Board of Commissioners of Kitsap Transit at a regular meeting thereof, held on the 6th day of December, 2022.



Edward Wolfe, Chairperson



Stephanie Milne-Lane
Clerk of the Board

PUBLIC COMMENTS

From: [Cindy Crowley-Hardi](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date: Wednesday, October 26, 2022 10:50:25 AM

I am a member of the local Crab Team. We set traps in the summer to monitor whether or not any European green crabs have settled in the area. We are very well aware of the ecological sensitivity of the Harper Slough area as well as the need for a recreational pier at Harper. We see people using the pier all year round. We ask that you do not put a moorage on for the fast ferry at Harper pier. Rather, we support the moorage at the ferry dock. Thanks

Sent from my iPad

From: [Teri Laffan](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date: Tuesday, October 25, 2022 11:52:25 AM

Harper Pier should be kept as a community recreational area for South Kitsap as it was intended to be. No ferry moorage!! The ferries should be moored at the Southworth ferry dock!

Teri Laffan
Southworth

[Sent from Yahoo Mail on Android](#)

From: [Richard Jack](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date: Tuesday, October 25, 2022 4:45:32 PM

Dear Ms.Milne-Lane,

I am writing to remind the transit commissioners that they committed to, at a minimum, studying the use of the existing ferry terminal lands and shoreline at Southworth for fast ferry moorage. The cursory, slipshod study of the Harper fishing pier as a moorage site failed to even recognize that the Harper pier is in a residential shoreline zone which is defined as "To accommodate residential development and appurtenant structures which are consistent with this Program [unless further development would be restricted by sensitive environments or safety]. An additional purpose is to provide appropriate public access and recreational uses"

The fishing pier is completely inappropriate for transit moorage. The Southworth terminal is already in high intensity use which is entirely consistent with usage as a moorage for the fast ferry "**To provide for high-intensity water-oriented commercial, transportation, and industrial uses** [in the UGA or LAMIRD] while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded."

The transit commissioners should drop the Harper fishing pier site from consideration now. The commissioners should then proceed with understanding the constraints and capacity for moorage at Southworth.

Respectfully,
Richard Jack
4556 Terrace Way SE
Port Orchard, WA 98366

From: [Dorothy Ackels](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date: Tuesday, October 25, 2022 3:03:29 PM

The Harper Pier and its area is a protected estuary and a Community. Not a place for ferries to moor or be serviced. People fish, crabbing and squidding. A recreational area.

From: [alice.houge](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Harper Pier
Date: Tuesday, October 25, 2022 8:31:35 PM

Stephanie, please add my voice at the next meeting strongly objecting to the possible use of Harper Pier for mooring Kitsap Transit boats.

Harper Pier is a recreational pier in a beautiful setting, luckily within a short kayak trip to Blake Island, a state park. Why would anyone want to industrialize and spoil this so-loved and used pier?

I very much enjoy and appreciate the fast ferries to Seattle but I want the boats to be at the Southworth Ferry Dock, not Harper Pier.

Thank you. Alice Houge

Sent from my iPhone

From: [George and Leslie Myette](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Message for Kitsap Transit Board of Commissioners
Date: Sunday, October 30, 2022 6:35:36 PM

Harper Pier is not an industrial site and not a smart choice for a ferry moorage/light maintenance facility. The Pier is a recreational pier in an ecologically sensitive area. Please find somewhere else for your fast ferries.

From: [James Heytvelt](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Public Comment November 1, 2022 Board Meeting
Date: Friday, October 28, 2022 3:21:57 PM
Attachments: [Screen Shot 2022-10-26 at 6.51.48 PM.png](#)

Dear Clerk of the Board, Stephanie Milne-Lane

Please submit this comment to the Kitsap Transit Board for the November 1 2022 board meeting.

Dear Kitsap Transit Board members.

I would like to draw your attention to the Kitsap Transit's 2022-2042 Long Range Transit Plan

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Chapter 4, Page 42, Southworth Ferry Mooring: A moorage facility near Southworth for fast ferries.

In my opinion it should read: A moorage facility AT Southworth for fast ferries.



Ferry Facilities

- **Kingston Ferry Breakwater:** A breakwater for protecting fast ferries from harsh conditions on the Puget Sound.
- **Seattle Fast Ferry Terminal:** A new passenger terminal in Seattle to support higher levels of Kitsap Fast Ferry service.
- **Southworth Ferry Mooring:** A moorage facility near Southworth for fast ferries.

Respectively

Jim Heytvelt
Harper Washington

James Heytvelt
jmheyvelt@wavecable.com

Public Comment Made by Margaret Mahoney on October 31, 2022 at 11:20am over the phone:

"I am a resident of the Southworth area and do not want to see the fast ferry at the Harper Pier. I take my grandkids to Harper Pier, and I would like to keep the pier recreational. There are not enough recreational opportunities in the area. "

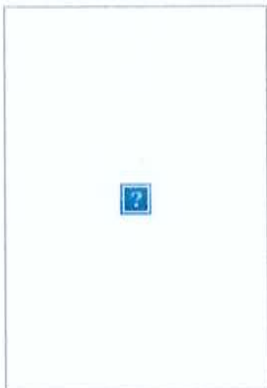
From: [Janis Ehler](#)
To: [Stephanie Milne-Lane](#)
Subject: [EXTERNAL] Harper Pier
Date: Monday, October 24, 2022 11:37:32 AM

I strongly suggest you find an alternative mooring place for the fast ferry. Harper Pier is a place for neighborhood families to come to fish, scuba dive, explore the beach, squidding, canoeing, kayaking (that go over to enjoy Blake Island) and crabbing. Although boats may use the small dock in the summer it is for loading and unloading not mooring. Not only will the fast ferry restrict a lot of these activities but with the movement of such a large ship you will guarantee to bring damage to the newly renovated Estuary that is also for the neighborhood homeowners to enjoy as well as any other interested parties. You have a sunken ship that is used as a place for scuba divers to learn their skill and just enjoy exploring, the wakes and power of the fast ferry for sure will disrupt the Bay floor and destroy the animal habitat that resides around that sunken ship and create a danger to scuba divers. The last time a Ferry was used at Harper Pier the Pier was built to be driven on and I believe much bigger than the current pier. I am the granddaughter of one of the homes that look at the pier, I have a photo of that pier at the time with a truck that had driven off the side of the dock that was taken by my grandparents. My grandparents moved into that area in 1941 and raised their family there. Just because the community came together to restore this pier does not mean it should be a parking place for your large ships. I grew up visiting and enjoying that area my entire life and now my son owns my family property. Lets keep Harper Pier clear of large ships or even industrial anything to protect the surrounding animal habitat and family environment that has been enjoyed for several decades and almost a century.

You have the Annapolis pier that is currently used for foot ferries and has parking for the ship riders where Harper Pier DOES NOT have parking of any kind, and is located across the bay from where the fast ferry picks up its riders or even the Bremerton Marina is an even better option because of the location and parking.

You must know the surrounding homeowners DO NOT want this plan to proceed, lets listen to the homeowners and find a better solution to Your problem of Mooring. It is bad enough when we see the cargo ship in the outer bay it may as well be garbage on the roads. It ruins the views of the homeowners.

"Looking forward to serving those I have met and those I have still yet to meet!"



Jan Ehlert

Legacy Professional Inc. Real Estate

360-874-4204 Cell

homesbyehlert@gmail.com

