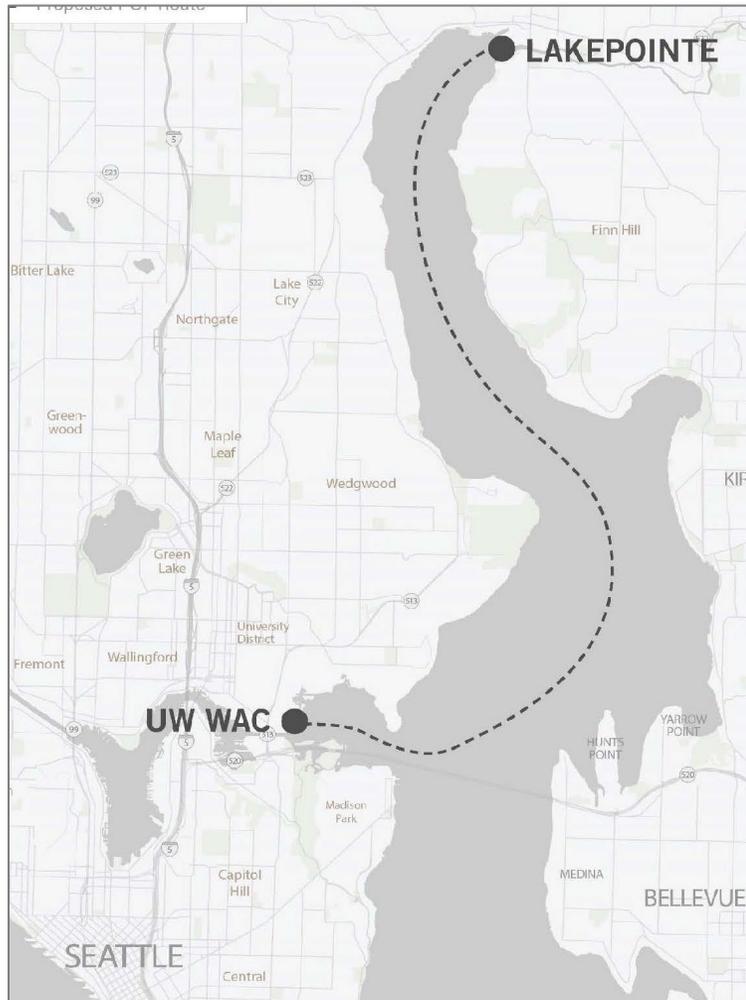


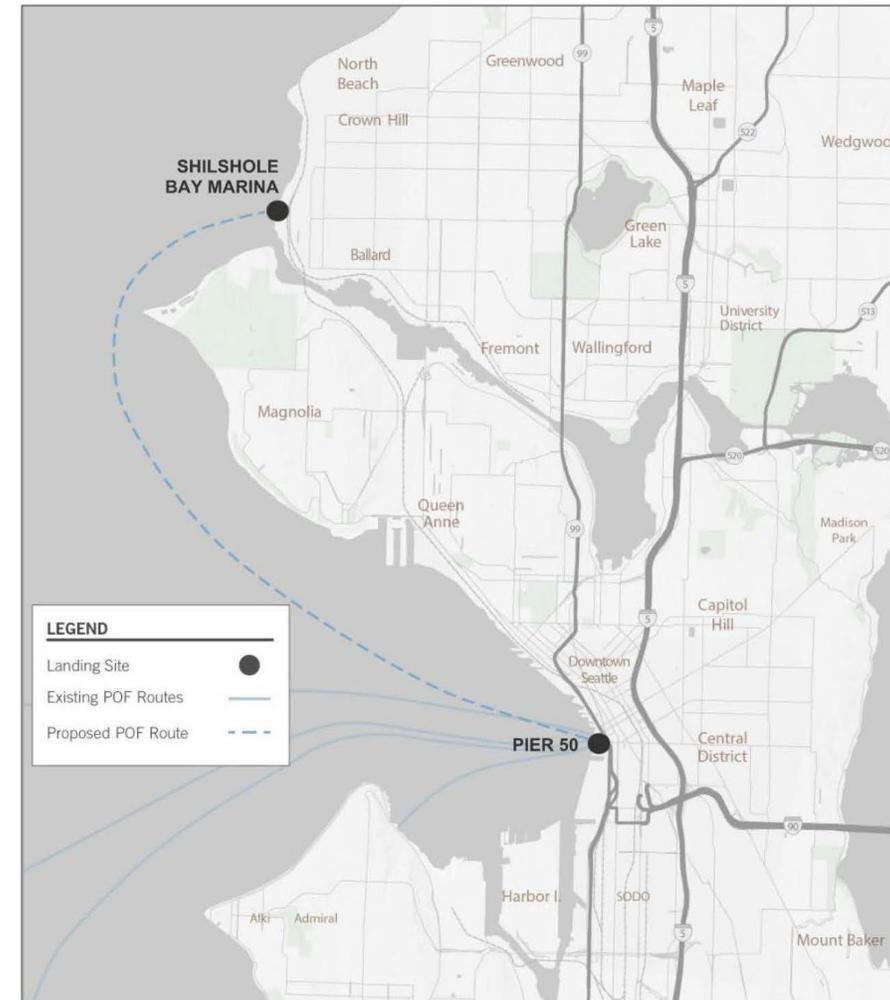
KENMORE

Lakepointe to UW WAC (10.5 mi)



SHILSHOLE (BALLARD)

Shilshole to Downtown Seattle (9 mi)



KEY FINDINGS

Issue	Kenmore Route	Shilshole Route
Path to Implementation	Uncertain, as UW does not support use of UW WAC	Could be started on pilot basis in 2024 with leased vessels
Total Capital Cost	\$73.8 million	\$47 million
Annual Operating Cost	\$11.9 million/year	\$6.6-\$7.1 million/year
Ferry Tax Levy	\$0.0119/\$1,000 AV (with grants) \$0.13/\$1,000 AV (no grants)	\$0.0008/\$1,000 AV (with grants) \$0.00925/\$1,000 AV (no grants)
Policy Issues	<ul style="list-style-type: none"> Nearby areas have low equity scores and other transit options Adopted Metro Connects calls for update to Ferry Strategic Plan Existing Service Guidelines to be used for decisions till then 	

SHORESIDE PRELIMINARY DESIGN

Issue	Kenmore Route	Shilshole Route
Landing sites	Lakepointe UW Waterfront Activity Ctr	Shilshole Marina Pier 50 (Seattle)
Trip distance (1-way)	10.5 miles	9 miles
Terminal capacity, needed improvements	<ul style="list-style-type: none"> • Lakepointe: new in-water and uplands improvements • UW WAC: redevelopment of existing dock and uplands 	<ul style="list-style-type: none"> • Shilshole: Improvements to support additional capacity • Pier 50: Additional float to support new service
On-site electrical capacity	Limited	Limited
Landing site access	Improvements needed	Improvements needed

ROUTE PLANNING

Issue	Kenmore Route	Shilshole Route
Time competitive?	Yes	Yes
Est'd. annual ridership (2025)*	196,068	195,000
Frequency of sailings	40 minutes	60 minutes
Number of vessels	2	1

*Estimates are from reports prepared for the 2019-2020 budget

ROUTE PLANNING

Issue	Kenmore Route	Shilshole Route
Winter schedule	<ul style="list-style-type: none"> • 11 round trips AM & PM peak • Saturday service • 10 days UW event service 	<ul style="list-style-type: none"> • 6 round trips AM & PM peak • Saturday service
Summer schedule	<p>Winter service plus:</p> <ul style="list-style-type: none"> • Add'l mid-day & weekend • Fri/Sat late evening • Sunday service 	<p>Winter service plus:</p> <ul style="list-style-type: none"> • Add'l mid-day & weekend • Fri/Sat late evening • Sunday service
Network Analysis	<ul style="list-style-type: none"> • Lakepointe: not well served, 225 & 331 could be extended with add'l service hours • UW WAC: serviced by 43, 44, 48, 65, 73, 255, 271, ST542, Link 	<ul style="list-style-type: none"> • Shilshole: no transit service within ¼ mile; needs add'l service hours; limited access due to RR tracks • Pier 50: adjacent to robust transit network

EQUIPMENT SPECIFICATION

Issue	Kenmore Route	Shilshole Route
Vessel specifications	<ul style="list-style-type: none">• 28 knots cruising speed• 150 passengers• 3 crew members	<ul style="list-style-type: none">• 28 knots cruising speed• 150 passengers• 3 crew members
Vehicle emission profile and propulsion	<ul style="list-style-type: none">• Plug-in hybrid electric with renewable diesel• Charging infrastructure improvements would be needed at landing sites	<ul style="list-style-type: none">• Plug-in hybrid electric with renewable diesel• Charging infrastructure improvements would be needed at landing sites

CAPITAL & OPERATING BUDGETS

Issue	Kenmore Route	Shilshole Route
Capital Costs	\$73.8 million	\$47 million
Operating Costs	\$11.9 million/year	\$6.6-\$7.1 million/year
Operating Assumptions	<ul style="list-style-type: none"> • 2 vessels + 1 backup • 3 crew per vessel • 3 maintenance personnel 	<ul style="list-style-type: none"> • 1 vessel + 1 backup (start with leased diesel vessel) • 3 crew per vessel • Port Captain + 2 maintenance
Property Tax Levy	\$0.0119/\$1,000 AV (with grants) \$0.13/\$1,000 AV (no grants)	\$0.0008/\$1,000 AV (with grants) \$0.00925/\$1,000 AV (no grants)

OTHER ISSUES

Issue	Kenmore Route	Shilshole Route
Equity Impact Review	<ul style="list-style-type: none"> Nearby areas have low equity scores and other transit options Adopted Metro Connects calls for update to Ferry Strategic Plan Existing Service Guidelines to be used for decisions till then 	
Stakeholder Engagement	<ul style="list-style-type: none"> City of Kenmore supports UW does not support use of UW WAC landing site 	<ul style="list-style-type: none"> Port of Seattle supports
Implementation Readiness	<ul style="list-style-type: none"> No clear pathway without UW support No suitable Seattle-side landing site except UW WAC 	<ul style="list-style-type: none"> Fewer challenges to implementation Could start with initial phase using leased vessel Would ultimately need new vessel and terminal construction

NEXT STEPS

- Final report appears to meet proviso requirements
- Adopted Metro Connects calls for update to Ferry District Strategic Plan to set overarching policy guidance for water taxi expansion, until that time Service Guidelines to be used to plan service expansion