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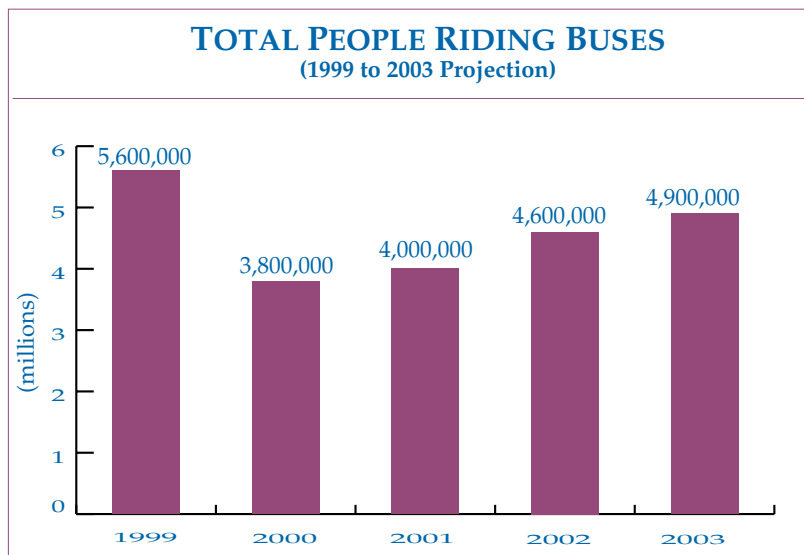
**Programs to Encourage Ridership:**

Kitsap Transit has partnered with various organizations to provide programs to encourage bus ridership. The “Shorelink” program was renewed, which offers transportation to military personnel and their dependents. This program is sponsored by a grant from the federal government.

The TIP (Transportation Incentive Pass) Program is another federally funded program developed as a result of the President’s executive order requiring all federal sites to provide transportation benefits for their employees.

These programs, along with the support from dedicated riders, help make Kitsap Transit the successful system it is today, with the ridership projected for 2003 to be about 4.9 million (see **TABLE #1**).

**TABLE 1**



**Effects of Initiative #695:**

Five years ago (1999), bus ridership was running at the 5.6 million people/year rate. After Initiative #695 passed, funding from the state was greatly reduced (40% reduction). Kitsap Transit had to raise fares and reduce service provided. As a result, ridership dropped off the following year (2000) by almost 32%. Bus ridership for 2000 was only 3.8 million people/year. The 2003 ridership projections are still about 12% below the pre-Initiative #695 levels.

**Passenger-Only Ferry Plan:**

The Passenger-only Ferry Plan can be viewed in its entirety on the Kitsap Transit website, [www.kitsaptransit.org](http://www.kitsaptransit.org). Kitsap Transit hopes to set up a Public-Public Partnership whereby Kitsap Transit will provide the boats and the Ports will provide the facilities. Private operators will provide the service under a contract with Kitsap Transit. The fares will run \$9-10/round trip, which should provide a "recovery ratio" of 40-50%. Federal and State transportation funding will provide about 40% of the total costs of the Passenger-Only Ferry Plan.

**Fleet of Fourteen 149-Passenger Boats:**

The boats selected will be environmentally kind boats. A total of 14 boats will provide service to the various ports and will allow for "spares" for reliability. The engines will meet 2007 Tier II diesel emissions standards on ultra-low sulfur fuel and the wake-wash levels will be cut in half, at the minimum.

**Service Provided:**

Connectivity to Seattle is key to Kitsap's economic development. The Kitsap Transit Passenger-Only Ferry Plan will provide frequent rush-hour departures (every 15-20 minutes). The departures for off-peak hours will be hourly. The goal is to provide absolutely seamless connections with the Kitsap Transit buses. The additional "spare" passenger-only ferries should provide a "reliability rating" of 99%.