

Kingston FAC Agenda June 10, 2019 6:30-8PM

Walt, Laura, and Mark attending

The committee discussed the following items. Background on the items follow

1. Excon agenda items: The FAC discussed input to WSF at the upcoming Executive Council meetings on topics that had been submitted by other FACs.

We agreed to the following:

- Community Meetings: The only comment on our community meeting was to allow more time for comment on route issues. Scheduling a discussion of the Edmonds salt marsh took time away from other participants. In the future topics of this nature, unrelated to ferry service, would best be at another community venue.
- Parking and Fencing: We had no comment on policies for parking at terminals and fencing of holding area. When it is discussed at the EXCON Walt will report back if it relates to Kingston. This appears to be a Mukilteo issues.
- Summer Contingency Plan. We will check this out when it is issues. The impact of not having HYAK will not likely affect routes served by Jumbo ferries.
- Clarification on the financing of “relief vessel” crewing and limitations that may impose on the vessel may have impact on Kingston’s proposal for a third boat. Walt will report back on anything WSF shares on the matter. We agreed to reissue a letter on having a third boat.

2. Tariff wrap-up

WSF will be going ahead a proposal to the Commission this month. When it comes out we’ll review it and decide if we want to provide comments directly to the Commission during the July Public Comment period.

There were some new tariff issues:

Capital Surcharge: This, by law, will be imposed starting next May. Currently it is estimated to be 13-15 cents per ticket. WSF proposed moving that up to 25 cents to get “a leg up on future costs”. In reality the income is not needed until 2021 when the bonds are issued. The FAC agreed that the surcharge shouldn’t be any more or any earlier than needed. We also agreed that it should be evenly applied, not giving preference to a rider group.

School groups: Ferries had raised the issue of extraordinary size groups (e.g. over 300) traveling under the \$5 one-way school group flat fee. The group supported limitations. The question was also raised whether it was legal for gas tax and other transportation money to be used for school programs. If there is a opportunity to ask this question in future FAC-T meetings (e.g. next year) we’ll ask it.

General fare increase: Normally 2 ½% increase is in Oct. of each year. WSF proposed moving that up to May of 2020 so there would be only one fare change that year. This proposal raises more revenue. We do not support this. We also did not support different percent increases for vehicles and walk-ons.

Public comments from Community meetings: We reviewed the comments on fares made at the public meetings. There was discussion of not giving fare preference to rider groups where that wasn’t required by state law. We agreed that some consideration should be given to increasing fares on routes that go over a 100% farebox recovery. We will make that input on these items when the opportunity arises. Meanwhile Laura will be looking onto the numbers. We did not support expanding

the frequent user fares (e.g. longer duration, carpool etc.) other than including it into the ORCA system.

3. Ferry traffic management

We reviewed the memo by Greg Faust on lot manning in the Shoulder seasons. We agreed that our July meeting would be with Trevor Sharp to go over lot management policies. Tentatively it would be in mid July.

Topics include:

- Allowing employees to use holding lanes for parking instead of using the DOT parking lot.
- Coordination between WSF and WSP to send cars down in manageable squads that do not plug up downtown.
- Ability to load both the vessel and terminal at the same time
- Leaving lanes empty or partially filled e.g. to demark between boats, for emergency vehicles etc.
- Handling of Transit busses

4. Other

We encouraged KCAC to write a letter responding to WSF's email expressing the community's desire for Ferry camera coverage to be continuous from the toll booths to Barber's cutoff.

We will follow-up with a letter recommending shifting Sunday schedule to be like Saturday's with a late boat as it appears that presently boats are being left on the pier on Sunday nights.

We discussed the desirability of monitoring the performance of increased funding for traffic controls this summer so as to have a proposal for next summer if it's not working out.

We discussed a general need to look into the high cost of new ferries.

We decided not to have our regularly scheduled meetings in July and August. Rather we would meet with Trevor in mid July, probably during the day, and be available for a KCAC transportation forum if it will be held in August.