

## Kingston Ferry Advisory Committee Meeting Notes 7/9/2018

Attendees: Walt Elliott, Gillian Clark, Matthew OGarde, Mark Libby (citizen attendee and link to KCAC Transportation Committee.

1. WSF's decision to go ahead with their proposed schedule change.

The issue was raised by Boeing and Naval Station Everett shift workers would not be able to make their shift start if the first Saturday boat was overed up to 5:15 AM. The Committee agreed to support WSF's intent to change the Saturday sailing schedule however as an accommodation to the workers involved we would recommend that change be made next spring instead of this fall to allow the affected workers time to adjust their work schedules. We also considered that the rider benefits of the shift, a late night sailing, would mostly like be seen in the summer traffic season. We did not think there would be much utilization of the sailing in the winter so delaying to the spring would maximize the benefit of the change. It was also commented that we should recommend that WSF consider the feasibility of refueling the Jumbo ferries by barge to save the costs of refueling in Seattle.

Action: Walt will write a letter to WSF. *Sent 7/11 also observing that the proposal had yet to be vetted with riders originating in Edmonds.*

*Note: According to the Terminal manager we're seeing Saturday eastbound back-ups to the point that cars are being left on the street after the last sailing. The Saturday change should help with this.*

2. Go over the July Executive council meeting notes).

a. Long Range Planning information. The handouts from the LRP were reviewed.

On the Level of Service handout we confirmed our need for boat waits to be measured and considered when determining needed capacity for the route. With respect to the note on route capacity. It currently states that the future capacity goal is three mid-sized ferries. That however would mean only an 8% increase in capacity when the projected growth is over 40%. Retaining two 200 car ferries on the route along with a (seasonal) mid-sized ferry would increase capacity by 36% closely matching growth projections. *Note three mid-sized boats on Bainbridge-Seattle would be a net reduction of 500 passenger spaces. Having two 200-car ferries and one 144 however would be about a 30% increase.*

Action: Matt and Rex will collaborate on a new letter for the third boat.

On the vessel replacement handout explanation was given of how the reliability risk was determined. And the intent of the three vessel procurement options. The Committee supports the third "modified plus" option as the only alternative that manages the system's reliability risk. This also continues the current production line which reduces the risk of a significantly delayed production restart due to new contracting requirements possibly a new design. The current Olympic design was discussed and it is expected that new boats of the class would have refined the design to address issues found in the earlier boats. With respect to fleet size the committee will push for vessels that are in fair condition, instead of being arbitrarily retires, remain in service to provide the third boat on the Kingston run.

b. WSF budget: The budget info provided was briefly touched on. It was mentioned that the major cost increase was due to labor increased and according to the CFO that was due to increased overtime. A discussion ensued resulting in a recommendation for WSF to recruit from naval personnel retiring or leaving the

service in the area. The CFO confirmed that the current contract with Vigor can be extended for a fifth 144-car vessel which would support the “modified plus” vessel replacement plan.

- c. Reservations: WSF’s IT director went over recent incidents with the system. With respect to expanding the system this appears to be able to be readily done is funded. There will need to be an upgrade to the ticketing system as well. There is no savings in starting with commercial only reservation for central sound as it will require the same system as for all vehicles. The committee agreed that the business rules for the system would need to be tailored to the route needs e.g. sign-up times, tiers of space for reservations etc. The most challenging part of reservations is the space and configuration of the holding areas to support the sorting of vehicles. Kingston appears to meet the criteria better than most if not all central sound routes. Edmonds is much more limited. This could affect funding for future holding area investment as Edmonds, and others, could show a greater operational need than Kingston. If and when reservations come into effect, if feasible there should be a means to determine how many people don’t make a reservation because of insufficient space. The San Juan Islands has a proposal in to WSF for dealing with this now however the WSF would need new or revised IT to do it.

3. . Our route’s priorities for the Long Range Plan.

A summary from WSF was just received that afternoon. Committee members who go over it can please let Walt know of any issues to bring to the attention of the Long Range Plan’s Policy Advisory Group meeting on the 24<sup>th</sup>. There were no comments on revisions to Kingston’s input on planning priorities that we made at the beginning of the process. If anyone has changes please let Walt know by the 24<sup>th</sup>. Also any comments on the Washington Transportation Plan 2035’s ferry priorities

4. The SR 104 working group’s meeting

The working group adopted the same as the FAC recommended in our memo to WSDOT. That is to focus spending of the allocated money on the NE 1<sup>st</sup> street project and the Lindvog Road Holding Lot project. These are the projects that have been in the works for over a decade. The committee did not take a position on which had the higher priority as they are on separate tracks, serve different purposes, have substantially different costs and feasibility.

For ancillary work WSF will look into the condition and location of static signs for boarding passes and into providing a porta john at Lindog.

There was a discussion of the usefulness and availability of ferry information on the large roadside signs and on the WSDOT radio. Mark and Gillian will provide a proposal to send on. Walt will send it on to both WSDOT Olympic region and WSF IT.

It was agreed to schedule a meeting with WSF’s central sound area terminal manager in August. Committee members will provide topics for discussion to send in advance. Mark will take the lead in sending items to the committee that have been discussion topics in the past..