

AICAB MEETING MINUTES
October 05, 2017 @ Anderson Island Community Club

Members Present:

Joe Howells, Carol Paschal, Pat Owen, Dave Albertson, Lauren Kirby, Elizabeth Emerick, & Bob Lyden; Absent: Chris Frye, Larry Nelson, Buzz Thome

Call to Order and Verification of Quorum:

The regular session was called to order by Chair Joe at approximately 6:30pm and a quorum was declared. The pledge of Allegiance was observed.

Adoption of Agenda:

It was moved, seconded, and unanimously agreed to approve the agenda as written.

Adoption of Minutes:

It was moved, seconded, and unanimously agreed to approve the July minutes as written.

Introduction of Guests

Nick Lacsina, Head Number Cruncher @ Pierce County
Brian Stacy, Head Engineer @ Pierce County

Treasurers report

Carol Paschal – We have \$562.48 as a balance, have spent \$622.86, and received \$579.86. The thought is an appropriate budget would be \$1000 since costs have been reduced. We also finally got a letter from the IRS, so we are finally able to go ahead and change banks.

Nominations and Election of AICAB Officers for 2018

Chair: Joe Howells
Vice Chair: Dave Albertson
Treasurer: Bob Lyden
Secretary: Elizabeth Emerick

Steilacoom II Damage Report by Brian Stacy

Full disclosure, Pierce County is still in the investigative process but wanted to attend this meeting in an effort to keep the community up to date.

On Thursday September 7th, the Christine Anderson hit the dock in Steilacoom and then hit the Steilacoom II. On September 26th, the propulsion system was supposed to be fixed on the Steilacoom II. HMS was supposed to have this fixed by today (Oct. 5th). In addition, the Hydrostatic bottles also need to be tested for the Steilacoom II.

On September 29th, HMS found damage to the hull underneath the rub rail, a 5' long dent that sits above the water line, which is significant damage. On Oct 2nd, the damage was reviewed by many agencies. It is anticipated that the Coast Guard should have a fully executed report on the full extent of the damage on Oct. 11th.

The damage was found during a regular inspection. When the damage was found HMS notified the Coast Guard and Pierce County. Two tests are required to determine if the vessel is sea worthy: a dye penetration test and water penetration test. The Coast Guard will be present for both tests. If it is sea worthy, damage will be repaired during the regular dry docking in January 2019 and precautionary measures will be taken to ensure further damage doesn't occur.

The cause is under investigation and Pierce County should have the full report back by October 11th. The Steilacoom II has been out of services since the 22nd of September, and Pierce County is hoping to have the vessel back up and running next week if it is determined sea worthy. The damage could have been from the hard hit on the 7th of September with the Christine Anderson, which happened during training for docking. The Christine Anderson was inspected after the hit and there was no damage and the Steilacoom II was inspected above the rub rail only at the time and no damage was found.

The Extent of damage not yet known, and will be determined through the tests and report. The damages can be repaired, however repair costs and liability has not been determined yet.

HMS has also not reported any other incidents to date.

Lauren – Is there any kind of backup plan?

Brian – nothing to report on that, hoping that the testing next week will prove that the vessel will be deemed sea worthy. If not we will be talking about back up plans.

Joe – had meeting with Pierce County and discussed contingency plans if both boats go down. Those things are being worked out. Possible passenger only boat. Doug Richardson expressed concern as well.

Pierce County Ferry Committee Meeting Report with Nick Lacsina

30 Day Passenger/Walk-On Pass: This would be a 31 ride monthly pass – \$135.16 which would be \$4.36, per trip. If we wanted to meet WSF rates it would be a reduction of revenue of about \$11,000. (This is based off comparison with the Bainbridge route)

30 Day Vehicle Pass: This represents 40% of sales and would be \$293.60, or \$14.86 per trip,

Youth Fares: A 50% reduction of the adult fare would create a -0.5% reduction in passenger/walk-on revenue, about \$2,300, which assumes a 3% increase in overall ridership.

Youth Commuter Pass: If this was implemented using a 20% discount per ride beyond the 50% adult discount, a 3% reduction in passenger/walk-on revenue would be seen, about \$12,000. This also assumes a 3% increase in overall ridership.

4:45/11:00 Runs: These runs barely pay for themselves. It costs \$81,500 and brings in \$82,500 (mid-range estimate with 50-50 split between commuter passes and single ride tickets. Minor numbers on ridership)

Ketron delays have increased and the 7:40pm run experienced most delays due to Ketron stops

Real Estate: Sales have been increasing by about 1% annually since January 2013, however there does not appear to be a correlation between ridership on the 4:45 am run and home sales from the last year.

Standby Crew: Would cost approximately \$773,000 annually and fare revenue would need to increase by about 36%

This is overview of what ferry committee discussed.

Discussion:

30 Day Passenger/walk-on Pass

Dave – Is there any thought or intention of doing anything?

Carol – Do they check them off as they use them?

Bob – Are they round trip?

Ann – Priced at about 13 rides, if you use it more than 16 times you get more. Concerned that Bainbridge run is being used as the model, we are closer to Vashon. Not efficient, a 70/60 split is what it should be to make it more comparable.

Nick – Will follow up with numbers based on Vashon route.

Carol – if that would be used mostly by commuters, those commuters would not take any more trips. Ann disagrees thinks there would be more people who would use it

Joe – Nick if you could redo the numbers and see if that will be more amenable to the board.

Dugger – Want to encourage walk-ons, is this helping to promote the sustainably?

Guest – once a month a payment is a lot easier for some people.

Joe – trying to make our system compatible and user friendly, try to standardize, etc. But we also have a unique situation here.

Ann – it cost a whole lot more for young people to commute for education, etc. from Vashon 70.60

Vehicle pass

Joe – not part of the topic during the committee meeting would like to move to the youth fare

Youth Fare Reduction

Carol – is the senior rate 50% of the adult fare?

Dugger – what % is paid for by the school district?

Dave – Wasn't proposal on Waterborne Transportation Study to leave youth fares as other fares increased?

Joe – Committee recommended that the youth fare stay the same

Ann – The WTS actually recommended that the fare be reduced not kept the same. 3% is overall ridership if youth fare is reduced. Based on the past four years trends, no data.

Lauren – favors not phasing the discount and doing it all at once.

Youth Commuter

Joe – not a feeling one way or the other

Nick – just a larger reduction in revenue

4:45/11:00 Runs

Nick – ridership is minimal

Dave – why do we have the 11pm?

Nick – 4:45/8:40 needs to be looked at

Dave – feels good about it, because it is basically paying for itself. Assume that the 8:40 is similar.

Joe – wanted information to see how it was working

Ann – does this include passenger usage as well? Nick yes – formula was used to include this

Carol – why wouldn't you use the value pass and full fare pass for

Ketron Delays

Nick – HMS has expressed they have trouble keeping that run, and are looking to make changes so they can better meet the schedule.

Ann – can be stressful

Pat – 12:30 is always late too

Dave – if that is a need are we as a board ok with making a change to the schedule to address this?

Joe – will take a motion under new business

Real Estate Sales

Missing new construction numbers

Standby Crew

Joe – asked for the numbers to better address the hulabaloo from the community about why this is not as easy as it sounds, etc.. There are a lot of considerations that come into play. They are often able to have it switched within a couple of hours

Old Business:

Ferry Line Etiquette – Dave and Lauren – what we have tonight is a result of working with HMS and Pierce County. They want the emphasis to be on pulling up to the car in front of you. They aren't going to enforce and people are going to leave gaps. They did define that if you break one of the rules, such an action may get you pulled from that run.

Dave – The break in the ferry lines and the area between the cross walk and Lafayette is an area a lot of people seem to be confused about. This is a parking spot within the line and it often gets left open.

Pat – did they address the second entrance, that should be clarified

Dugger – is there anything addressing where you are supposed to go for overloads. Signage at that location would be good.

Joe – maybe having a Pierce County Ferry Committee meeting in December would be a good idea, and that can be clarified then.

Ticket Breach – Bob – Not that many people wanted the credit checks. The County is intending to go after the software company. They also haven't had any reports that any body's credit has been breached yet.

Reduction Gears – Bob – This was originally a manufacturing issue and \$20,000 was originally offered for the damages, however they upped their offer. The county is also considering going after the insurance.

New Business:

WTS Recommendations –

Joe – would like to take motions

Dave – ready to make a motion to go ahead and adjust the schedule to accommodate the delays for the ketron runs. Just the 7:40 run.

Pat – it would be better to wait to make sure there are no other changes. Opposed motion
Motion held until it is determined if any other schedule changes, etc. are needed.

Carol – move to adjust youth to walk-on fare to be same as senior fare, all at once.
Motioned seconded. Motion carries.

Bob – On Ketron runs, the County should notify that when Ketron has a lot of cars

Joe – Trash disposal issues regarding stairs at the dump, and full dumpsters

Elizabeth – White's Inc. the managing company for the transfer station is aware of the issues and has been trying to work with Waste Management to get them addressed

Pat – wondering about the bags for the dumpster at the ferry parking.

Joe – Pat will you look into that for the next meeting?

Joe – mention of the dumping delay in the Puget sound.

Other New Business –

Dugger – Next ferry committee meeting is in December?

Joe – It is

Ann – Amatrack line is moving inland and will hopefully

Adjournment:

Meeting adjourned at 7:45pm