

PIERCE COUNTY FERRY COMMITTEE

March 11, 2008

Minutes

I. CALL TO ORDER

The meeting was opened by Michael Esher.

II. INTRODUCTIONS

Michael Esher conducted the introductions.

III. SPECIAL TOPICS

Final Steilacoom II Lease Terms: A copy was mailed to Ed Stephenson on March 7, 2008 prior to the meeting, Mr. Stephenson noted he would distributed copies the members.

Steilacoom II Operation History: Operations is monitoring on a daily basis.

Christine Anderson Hard Landings: Mr. Esher revisited the information on the staff report handed out to all members.

Cameras on Anderson Island (AI) Dock: /Vandalism in the AI Wait

Room/Electronic Reader Boards Status: Section discusses, minor changes to approach lance proposition by the Town of Steilacoom and electronic reader board discussion; funds are available through the Department of Emergency Management for the cameras, and RFP has to be issued for the reader board. Mr. Esher noted he would like to get both taken care of as a single project by this summer.

IV. FERRY TIMES

Scheduled Impact Alerts. (Rider Alerts): Rider Alerts are sent out to those who have subscribed to receive them when ferry operations are impacted by a one hour or more delay.

On-Time Performance: Performance Measure charts are being created and will be posted on the ferry and at the terminal. The on-time charts are taken from the Daily Logs that are required per Coast Guard regulations.

V. RATES

Youth Reduction Proposal: This issue is to be addresses at the Friday, March 14, 2008 AICAB meeting.

3-Wheeler Fare Proposal: The Ferry Committee proposed the 3-wheeler be treated as a motorcycle. This will be added to the Friday, March 14th AICAB discussion items. Recommendations will come out after the AICAB meeting.

Steilacoom II Lease Savings Proposal: This issue will be discussed at the Friday, March 14 AICAB meeting. A recommendation will be submitted to the County after discussion at the AICAB meeting.

VI. CITIZEN REQUESTS

Use of the Ferry Impact Fee: See Youth Rates.

Parking on the Steilacoom Dock: It ahs been recommended by staff that these spots be removed from the dock. The County will look into this issue further.

Parking in Steilacoom Lane 3: Mr. Steve Caputo emphasized that this lane is intended to be temporary for contractors working at the dock, admittedly there have been problems with vehicles parking beyond a reasonable time, he has had to have them towed.

VII. CITIZEN REQUESTS (continued)

Improve School Bus Parking Away from Stair Rails: Mr. Caputo noted that the buses would never be intentionally parked to where there was not access in or out of the bus doors, not to say that this hasn't happened but he stressed he would be very conscious of and would address this issue with his staff.

Replace Barbed Wire with Razor Wire on Anderson Island Gate: It was decided that the razor wire would pose to much of a potential hazard.

Relocate Bike Rack Inside Anderson Island Gate: This issues was not resolved at this meeting.

Crew Use Lighted Wands After Sunset: These items are being procured.

Crew Wear Readable Name Tags: These items are being procured.

Install Life Rafts on Ferry: It is not required to have life rafts on vessels by the Coast Guard due to the fact that the distance from any given point from shore, if something were to happen the Captain would be able to ground the vessel before there was a threat to passenger safety. The vessel would not take on water fast enough before he could get to one bank or the other.

Implement Gross Vehicle Weight Surcharge: Michael Esher noted information received in an email from Don Peterson which states to the effect the following information: The fare system used to charge trucks on a weight basis until March 1, 1988 when it was changed to a length charge basis. When we had the weight categories, we could not always ascertain how much weight each truck had. We finally tried to use the gross vehicle licensed weight, however, not all trucks had the posting on their trucks, especially the pickups. Also, as we obtained larger ferries, the weight became less critical and the length was more important since long trucks took up car spaces. In addition, some trucks would be long but not heavy. It is seldom an issue when the large trucks prohibit the full loading of the ferry.

Another reason for changing the charge categories was to be in line with the WSDOT ferry system method of charging since the truck drivers would find more consistency from agency to agency. Prior to 1988, we also had a separate category for trailers, which was also difficult to enforce. If the question is basically for the logging trucks, we established the length category some time ago based upon the average length of a loaded log truck. It might be prudent to revisit and find what the average length is today and alter the charge category.

VIII. GENERAL ADMINISTRATIVE

Display Boards on Ferry's and in Terminal(s): An RFP will be issued for this and to furnish security cameras. Having done this at the airport, we do know the value and this requires to be opened competitively. It is a high priority.

Ferry Security: It was suggested that a security officer be sanctioned to work the ferry and ferry lanes during peak hours, there were several reasons for this request, one vandalism occurring at the Anderson Island Waiting Area, another being the issue of lane jumpers, etc. This will be taken to the Friday, March 14 AICAB meeting for a recommendation.

IX. OPEN

There were no additional open items.

X. NEXT MEETING

The next meeting date and time will be announced at a later date.

XI. ADJOURN

awaiting commission approval