

Skagit Transit Community Advisory Committee (CAC)

November 9, 2021 Minutes

**LIST OF ATTENDEES**

**Members in Attendance**

**Staff**

Chair Judy Jones

Marketing & Public Affairs Specialist  
Cheryl Willis

Vice Chair Chris Jones

Special Projects Assistant Joe A. Kunzler

**Guests**

Valerie Rose

None

Doris Brevoort

Robyn Gosney

Louise Edens

Craig Edens

Dick Phillips via proxy

The meeting began at 4:30 PM with a quorum, called to order by Chair Judy Jones. Roll was taken. There were no public comments.

Minutes for August and notes for September were moved for approval by Robyn Gosney, seconded by Valerie Rose. Motion approved unanimously.

The voting process for 2022 CAC officers began with Cheryl Willis requesting votes be in by December 6, the Tuesday preceding the next CAC meeting. Chair Judy successfully lobbied for e-mail or telephonic votes to Cheryl to facilitate the vote. Chair Judy also made sure members understood as per the by-laws what the officers of the CAC do.

Chair Judy Jones and Vice Chair Chris Jones was nominated and accepted. Valerie and Doris were nominated but politely declined.

Vice Chair Chris Jones was nominated and accepted for Vice Chair as did Doris Brevoort. Valerie was nominated also and politely declined.

Joe brought up the need for a Special Projects Assistant, noting he was leaving after four years in that position. Chair Judy preferred that the next Chair decide. Joe then added that he was concerned about the future of the CAC not having at least one member under 40.

The CAC moved along to discuss route prioritization. Cheryl walked the members thru the list e-mailed ahead of time. The list as per below is:

**Route 101-** This would be a new route serving Burlington on an hour frequency. It would operate 7 days a week. It would connect a number of areas that currently do not have service with Chuckanut P&R as well some of the major community assets like the library and senior center. This route will require 3 to 5 new drivers.

**Route 300 SPLIT-** This would divide the Route 300 into two different routes. Route 300 is currently operated using two buses. One bus would be a circulator and stay in Sedro Woolley full time operating on an hourly frequency 7 days a week. The second bus would run between the Chuckanut and SW P&R lots on an hourly frequency 7 days a week. This would greatly improve the service offered in Sedro Woolley and the re-routing would offer better all around coverage than the current routing. This route will require no new drivers.

**Route 513/615 SPLIT-** Right now, these two routes share a bus and operate on a 3 hour frequency. This change proposes to split those two routes by adding a bus to the Route 513. Route 615 would operate at a 2 hour frequency. The Route 513 would operate on an hourly frequency. This route will require 2 to 3 new drivers.

**Shopper Shuttle-** This is a pilot project to run an express bus from the Anacortes Ferry Terminal to the main shopping areas of Mount Vernon and Burlington. This route would require 2 to 4 new drivers. PLEASE NOTE- this pilot project is being delayed until 2023 due to a shortage of drivers. We have to be realistic about how many drivers we are going to have next year. I had mentioned it previously, but there is an heavy concern about the driver shortage in our industry.

CAC members discussed the particulars of the routes. Questions asked included potential ridership and community support for these routes. Skagit Transit received prior to the meeting CAC member prioritization lists from some members that where not in attendance.

CAC members then deliberated how to cast their prioritization votes. In the end, Chair Judy decided to have Cheryl call roll and each member give their priority to each route.

Doris Brevoort started with 101 as low, and the Shopper Shuttle as high. Doris explained that with her experience with the San Juan Islands having the shuttle

would, “Liberate people on the San Juan Islands from having to drive onto the ferry so often”. Doris also noted the state ferry system’s problems.

Louise Edens said Route 100 high, Route 300 high, Medium 513/615, and low the shopper shuttle.

Joe Kunzler said high for Route 300 split as that would require no new operators. High and second the shopper shuttle, seconding Doris’ concerns. Joe also was upset the decision to stall the Shopper Shuttle was seemingly made by staff without CAC consultation which, “Eliminates my confidence in this committee.” Joe also was displeased at Burlington’s Mayor serving as the “duly elected representative” to the Skagit Transit Board not supporting funding the MOA while under the perception the MOA still needed state grants to complete.

Joe was asked to give his medium and low routes which were the 513/615 split for medium and low being Route 101.

Craig Edens made high the 101, medium the 300, 513/516 medium and shopper shuttle low.

Robyn Gosney thought of how the routes “will fit together in terms of impact the most people”. The 101 is high if it works together w/ the 300 due to population and potential shift from paratransit to fixed route. Follow up with the 300 split,

Vice Chair Chris Jones went with 300 split as hi, Shopper Shuttle as hi, 513/615 split as medium and “lowest choice would be 101”.

Chair Judy Jones wanted 300 as high due to no extra drivers, the 101/Burlington as medium, 513/615 split as medium, and the Shopper’s Shuttle as low priority.

Joe was asked to restate his list. Joe restated 300 as super high due to no new drivers required, shopper shuttle as high to connect the ferries with Burlington and Mount Vernon. Medium is 513/615 split and low is route 101 with 3-5 new drivers and other reasons.

Valerie Rose said high would be 300 split, “good service, no new drivers”. Route 513/615 split would be priority number two and 101 would be her last priority. The Shopper Shuttle is already delayed until 2023.

Cheryl then recommended e-mailing or calling Brad Windler, the Planning and Outreach Supervisor also. Chair Judy made sure everyone was heard to close out the section.

The staff report was given by Cheryl starting with a Skagit Transit kiosk. The kiosk helps with wayfinding with a “You Are Here” arrow and Skagit Transit routes.

Skagit Transit is also in a ridership agreement with Western Washington University. 481 rides in the month of October.

The Sedro-Woolley Food Bank pullout is complete and fully ADA accessible with a shelter & bench. CAC members were very happy.

The CAC then moved to the regional awareness committee. Doris Breevort drove to Marysville to take a bus to Seattle and found the time and transfers problematic. Doris wanted a look at changing the 90X routing to connect to Northgate better to reduce the time commuting, but did appreciate how Community Transit buses connected to the Sound Transit Link light rail there. Doris also wanted the 90X to stop at Marysville to transfer to the Community Transit 421, 422 and 821.

Chair Judy recommended to Doris to “keep nagging at it” until we can get it done. Valerie Rose then added she was amazed at Doris’ persistence at using transit and felt that Sound Transit’s Link light rail only took 15 minutes to get into downtown Seattle was “a welcome change”. Chair Judy encouraged Doris to remain persistent, and then called on Joe to give a report.

Joe explained the need to be patient for Lynnwood Link in 2024, and his prediction that Skagit Transit would need to lobby for an express bus from Everett Station to Lynnwood Link. Joe also brought up the fact the San Juans to Skagit’s west only had three ferries from Washington State Ferries (WSF) when they’re supposed to have four.

Chair Judy then transitioned to roundtable for Robyn Gosney to kick off the discussions. Robyn was concerned about the Burlington split and if she would have fixed route transit service close enough to her. Robyn was considering paratransit just-in-case as a senior citizen.

Doris then brought up with her having to drive to connect to transit having the federal government provide everyone an electric car. Chair Judy suggested the car be white or black and have a government emblem on it. Robyn worried the electricity generated would be coal and not reduce the carbon footprint.

Joe then began his roundtable contribution with his further thoughts on the route prioritization. Joe wants the decision about the Shopper Shuttle made with full CAC input. Furthermore Joe was unhappy about his sharing publicly with the San Juan Ferry Advisory Committee the proposal before the Skagit Transit Board approved. Joe had a perception of lack of Burlington support for the new transit route based on Burlington's duly elected representative's remarks at Skagit Transit Board Meetings. Joe also politely noted he served for over six years and wanted a member younger than 40 to replace him as he turns 40 on March 25. Joe was also concerned his behavior could descend to obstructing the committee's work, drawing an analogy with a difficult former member of the Everett Transportation Advisory Committee.

Joe then said he believed Skagit Transit is, "A doggone good transit agency" and generally trusted Brad Windler. Was more nervous about the Board and felt he needed to be talking more to our Board as the Nos to his ideas stacked up. Made the example of it's a Board decision whether or not to have local advertising at a bus stop to pay for more bus shelters. Ditto the delays on the MOA and no ballot measure. Joe concluded by reassuring his colleagues the minutes for November and December 2021 would be provided and it was a privilege serving with them.

Chair Judy thanked Joe and asked first that the minutes get in a timely manner. Also that she wanted to thank Joe for all the time he's put in, quality input and was appreciative of his service. Joe said thanks for the kind words. Other colleagues and Cheryl thanked Joe as well.

Chair Judy also asked Joe to feel free to give the CAC public comment. Joe said no worries and that there is an ongoing Everett Link comment process he forgot about twice.

The CAC voted to adjourn with Valerie moving and Chair Judy seconding at 5:54 PM.

Respectfully Submitted and Approved on \_\_\_ December 2021,

Joe A. Kunzler  
Special Projects Assistant