REACTIVATION OF THE ISLAND COUNTY SOLID WASTE ADVISORY COMMITTEE

With regard to the reactivation of the Island County Solid Waste Advisory Committee, the Chairman recommended that members from Camano Island be appointed to the Committee as follows: Mr. Wayne Havens and Jay Lien, along with Mr. John Poole as an advisory member only. It was moved by Commissioner Romeo, seconded by Commissioner Christiansen and passed that the appointments as recommended be made at this time. In line with the subject of solid waste, the Chariman extended an invitation to Commissioners Anderson and Romeo to attend a discussion of the solid waste program on Camano Island at 10:30 a.m., May 22, 1980, at the Camano Island Road Shop, with the citizens to discuss the matter and submit their input on the subject.

ISLAND COUNTY TRANSPORATION TASK FORCE: RECOMMENDATIONS FOR PROPOSED NORTH WHIDBEY PILOT PROJECT

Bill Di Prete, Island County Parks Director/Senior Transportation, and Mr. Art Barie, Chairman of the Transportation Pilot Project Subcommittee, appeared before the Board and requested to present the recommendations from the North Whidbey Transportation Pilot Project. The Chairman did request that in the future, anything to be presented to the Board be handled through Mr. Kemp and placed on the Commissioners Agenda, otherwise the subject will not be recognized unless an emergency. Mr. Barie stated he was present at Commissioner Anderson's request to present recommendations of the North Whidbey Pilot Project Subcommittee of the Island County Transportation Task Force. Mr. Barie noted that the Subcommittee had been in session for some five weeks, and had reached certain recommendations they feel will get the pilot project off and running, get people riding the buses, which will hopefully lead to growth of the system providing transportation county-wide.

Recommendations

(1) Pilot Project Service Area: Deception Pass to the South Side of Coupeville

(2) Routes and Schedules: (Two Busses)

Bus Originating in Coupeville
PROPOSED ROUTE:

Main - Front Street
Front Street - Madrona Way
Madrona Way - SR 20
SR 20 - Scenic Hts. Rd.
Scenic Hts. Rd. - SR 20
SR 20 - Swantown Road
Swantown Road - Heller Road
Heller Road - Ault Field Rd.
Ault Field Road - Goldie Road
Goldie Road - Midway Blvd.
Midway Blvd. - Pioneer Way
Pioneer Way - SR 20
SR 20 - Scenic Hts. Road
Scenic Hts. Rd. - SR 20
SR 20 - Madrona Way
Madrona Way - Front Street
Front Street - Main Street

Bus originating in Oak Harbor
PROPOSED ROUTE:

Midway - Pioneer
Pioneer - SR 20
SR 20 - Scenic Hts. Rd.
Scenic Hts. Rd. - SR 20
SR 20 - Madrona Way
Madrona Way into Coupeville

PUBLIC TRANSPORTATION PILOT PROGRAM SCHEDULE

A.M. COMMUTER (Bus #1)

Lv.Coupe.	6:45	Ar. Oak Harbor	7:15
Arr. Coupe.	8:15	Lv. O.H.	7:45
Lv. Coupe.	8:30	Arr. O.H.	9:00

A.M. COMMUNTER (Bus #2)

Lv. O.H.	7:15	Arr. Coupe.	7:45
Ar. O.H.	8:30	Lv. Coupe.	8:00
Lv. O.H.	8:45	Arr. Coupe.	9:15

Demand Response Schedule

Oak Harbor (9:00 AM - 4:00 PM.)
Coupeville (9:15 AM - 4:00 PM.)

P.M. COMMUTER (Bus #1)

Lv. Coupe.	4:40	Arr. O.H.	5:10
Arr. Coupe.	5:55	Lv. O.H.	5:25

P.M. COMMUTER (Bus #2)

Lv. O.H.	4:40	Arr. Coupe.	5:10
Arr. O.H.	5:55	Lv. Coupe.	5:25

Drivers will clean and refuel vans at the end of each day.

(3) Dial-A-Ride Service: Dial-A-Ride service be approved from 9:00 a.m. to 4:00 p.m., dispatched from County offices, with a 24-hour advance notice given similar to operation of the senior citizen transportation program at this time.

(4) Fares and Zone Maps: Schedule of fares and zone maps be approved as proposed.

Fares

Basic Fare: .25¢
Each Additional Zone:
Commuter Books: .40¢/ride
Senior Citizen and Disabled Discount: .25¢ flat fee

Zone Maps

Zones presented in accordance with a proposed zone map, trying to keep equal pay for equal districts as much as possible.

(5) System Run: Operating five days a week on an approximate 12-hour schedule/day, due to the number of busses and drivers available for the pilot project, and operating out of persent facilities with current dispatching personnel. It is proposed that the County hire four CETA drivers with one relief driver.

(6) Publicity: Recommend that a contest be held to design logo for the system and that the contest be promoted as part of a public relations effort.

(7) If permitted by Washington State Law, it is recommended that the first week's service be free for the purpose of promoting and advertising the system.

Mr. Barie also noted that a further recommendation was the possibility of looking at more permanent facilities as the program grows, fully expecting that the project will go on and become a large operation, recommending that the Board give consideration in advance to look into where this program can be accomodated. The Chairman thanked Mr. Barie for the fine presentation, and and noted that the Board would await Commissioner Anderson's comments and recommendation.

PLANNING DIRECTOR'S REPORT

Ebey's Landing National Historical Reserve Comprehensive Plan

Syd Glover, Island County Planning Director, reported on action taken by the Island County Planning Commission endorsing the Comprehensive Plan for Ebey's Landing National Historical Reserve. He noted that the Planning Commission was very concerned that the Plan may not become a part of the Comprehensive Plan until such time as legislation received funding. Mr. Glover presented the Board with the Findings of Fact and Reason for Action which was adopted by the Planning Commission on May 13, 1980, findings read into the record as follows:

"1. The Island County Comprehensive Plan recognized the importance of planning for the Central Whidbey Island Historic Preservation District and recommends that a historic preservation plan be adopted as an element of the Island County Comprehensive Plan as a special planning concern (Island County Comprehensive Plan, Policy, Phase Two, pp. IV-1, IV-2.)

2. The Ebey's Landing National Historical Reserve, created under the National Parks and Recreation Act, 1978, (P.L. 95-625), provides for the development of a comprehensive plan for the protection, preservation, and interpretation of the reserve, which encompasses the area of the Central Whidbey Island Historic District.

3. The Ebey's Landing National Historical Reserve Citizens Planning Committee, authorized by interlocal agreement of the Island County Board of Commissioners and the Coupeville Town Council, February 12 and 13, 1979, prepared the Comprehensive Plan Ebey's Landing National Historical Reserve, October 15, 1979, and recommended adoption of said plan as an element of the Comprehensive Plan. The Planning Committee, representative of the community, provided ample opportunities for citizen participation in the development of the plan by holding 23 public meetings between April 24, 1979, and October 9, 1979.

4. Upon referral from the Island County Board of Commissioners, the Island County Planning Commission held a Public Hearing jointly with the Town of Coupeville Planning Commission on December 4, 1979, at 7:30 p.m. in the Island County Courthouse Annex to consider the adoption of the Comprehensive Plan Ebey's Landing National Historical Reserve as an element of the Comprehensive Plans of Island County and Coupeville.

5. Implementation of the Ebey's Landing National Historical Reserve Comprehensive Plan is dependent upon congressional approval and appropriations pursuant to P.L. 95-625 which would provide funds for the compensation of the owners of various priority lands which may be restricted from development for historic preservation purposes. The Island County Planning Commission, therefore, finds that adoption of the Plan as an element of the Island County Comprehensive Plan would be premature until funding has been secured to carry out the provisions of the legislation establishing the Ebey's Landing National Historical Reserve.

6. The Comprehensive Plan Ebey's Landing National Historical Reserve, as amended in Exhibit I, has been processed in accordance with the Open Meetings Act of 1971 (RCW 43.30), the Planning Enabling Act (RCW 36.70), and the State Environmental Policy Act (RCW 43.21C) and actions to approve this plan are in accord therewith.