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*** Associate Member

P.O. Box 1934
Kingston, WA 98346
360-377-4900 (voice)
360-297-7762 (fax)
www.KitsapRegionalCouncil.org

Executive Management
by McClure Consulting LLC

Executive Board Study Session *November 4, 2008*

Topic: Kitsap County Solid Waste Management Plan Update

Speaker: Dean Boening, Transfer Systems Manager, Kitsap County

There have been some delays in the Plan timeline, due to County staffing issues; the final report should be ready in Summer 2009. All Cities have approved the Interlocal Agreement, required by the Department of Ecology, and the agreements are being scheduled for the Board of Commissioners' signature.

This Plan will remain open to participation in innovative, sustainable technologies that may emerge in the next 10 years. Garbage and recycling rates will not be raised at the transfer stations in 2009.

The Solid Waste Advisory Committee (SWAC) has started to review draft pieces of the Plan and is providing feedback.

The current economy is negatively impacting solid waste and recycling facilities, with businesses potentially closing if the trend continues.

The curbside recycling boundary expansion may also have a negative impact on residents' commodity credit they currently receive.

Points of discussion:

- Composting and yard waste are currently hauled to North Mason Fiber. However, Emu Composting, a new business in Hansville, is hurting financially due to the building slowdown; their bank is telling them to raise their rates to pay the bills.
- Has there been outreach in unincorporated Kitsap County regarding the cost effectiveness of curbside recycling? *Answer:* Yes! The County and Waste Management are spreading the word.
- Are there satellite locations for disposing of TVs and other digital units? *Answer:* The State of Washington has put pressure on TV and electronics manufacturers to take back the units at the end of their life. For consumers, there are also several drop-off locations in Kitsap County including the Bremerton Good Will. The Port Orchard St. Vincent De Paul's is in the application process to receive electronic units. There is not yet a disposal facility in the Poulsbo/Silverdale area.
- If the Olalla Transfer Station is closed due to the highway project, will it re-open after the project is complete? *Answer:* The Olalla Transfer Station netted \$2100.00 in 2007, and is in the red for 2008 because of the highway project. So it is possible that the Station could close until the project is completed, then re-open.
- Does 100% of the garbage go to Oregon Waste Management? *Answer:* Yes, but recycling goes to Lakewood, WA.

Topic: Ferry Funding Legislative Strategy: *Update*

Speaker: Mary McClure, Kitsap Regional Coordinating Council

A lunch meeting is scheduled with key lobbyists on November 7 to discuss ways the Kitsap Regional Council can operate effectively as a regional point-of-contact for ferry funding issues during the 2009 Legislative Session.

Senator Kilmer suggested a weekly conference call among the Kitsap Caucus and local elected officials to keep everyone apprised of the ferry funding progress in Olympia.

The Ferry Funding Legislative Strategy Leadership Group will meet in mid-December or early January to review the WA Transportation Commission's report re: potential funding sources and to discuss their implications for local communities and the region. The intent is to prepare local leadership to participate effectively in discussion with the State Legislature during the upcoming session.

Ann Erickson, Ferry Advisory Committee, Bremerton: Ferries are critical to Kitsap's property values. Additionally, if we lose the Central Kitsap Ferry (Bremerton), our roads will be further loaded to Kingston, Bainbridge Island, and Southworth. Getting that message out may be difficult, but it is important to educate property owners. The Ferry Advisory Committees know that the electeds are working hard. Patty Murray's office is also working on mass transit funds.

Points of discussion:

- The ferries conference call is a great idea. Since MVET went away, the State has been very clear that they are not in the passenger-only ferry business, so we will have to look locally for those funds. We also have to make sure that our local communities are involved in the process.
- Or we could argue that if the State pays for 50% of the ferries and locals pay 25%, they should pay the same percentage for passenger-only ferries. But realistically, the State should pay for 100% of the car ferries and local should pay more for the passenger-only ferries, as part of local transit.