

Lummi Island Ferry Advisory Committee (LIFAC)

January 3, 2017

Lummi Island Fire Hall

CALL TO ORDER

Chairman Stu Clark called the meeting to order at 6:31 pm.

ROLL CALL

Present: Charles Bailey, Rhayma Blake, Stu Clark, Cris Colburn, Nancy Ging

Also in Attendance: Carol Chaudiere, Dan Dittrich, Wynne Lee, Beth Louis, Carol McKinney, Lowell P. McKinney, Roland Middleton, Rob Ney, Joan Moye, Jansen Pierce, Mike Skehan

FLAG SALUTE

Chairman Clark stated that there would be no change of officers for 2017 until the next meeting.

OPEN SESSION

Mike Skehan thanked LIFAC for its work in 2016. Since the Level of Service (LOS) should be meaningful and measurable as well as defensible, he suggested measuring LOS in a manner similar to that used with roads, suggesting the ferry is currently at a level C or D, which is typical for non-urban growth area rural arterial roadway standards. He suggested adopting the verbiage "Consistent with the Goals of providing safe, efficient passenger and vehicle service to and from Lummi Island, a Level of Service (LOS-C)(vehicle trips divided by vessel capacity times runs) to be measured during the three hour PM peak, Monday through Friday, once during each non-holiday week per fiscal quarter. To the extent feasible, capacity of docks, parking, lighting, passenger waiting areas should also be consistent with other long range goals such as carbon neutral operations and 100 year sea level rise considerations." He suggested adopting a familiar transportation scale would be helpful in successful grant applications.

Beth Louis asked LIFAC for direction on how Protect Lummi Island Committee (PLIC) could best present the LOS for comments at its upcoming annual meeting on January 17th.

Wynne Lee commented that the current draft of LOS 1.a.iii describes "no more than 2 boat-wait times" as the goal yet this is dependent on boat size and sailing schedule.

APPROVAL OF MINUTES

- **12/6/16 Meeting Minutes** – Colburn moved and Bailey seconded a motion that they be approved. The motion carried.

OLD BUSINESS

- **Update from Public Works** - Rob Ney, Public Works Special Programs Manager, Ferry Division
 - Update on Another Emergency Repair – Ney was on vacation when the rudder cables broke last week, one side broke, then the other side broke the following day. New cables were found fairly quickly. Blake asked for further details on the thank you letter sent to David Jennings and Serena Dabney for their help in determining the problem.
- **Discussion of Revisions to Proposed LOS Resolution and Proposed Level of Service (LOS) Policy Statement** - Roland Middleton, Public Works Special Programs Manager
 - Skehan Suggestions on Measurable Service – Ging explained that Skehan had worked with Bailey to determine that during weekday Westbound trips, the boat

typically runs between 70-80% full for three hours between 3 and 6 PM. Ging suggested replacing all of section 1 in the draft of Exhibit A with Skehan's text: *"Consistent with the Goals of providing safe, efficient passenger and vehicle service to and from Lummi Island, a Level of Service (LOS-C) is adopted using Table 6-1 designation range, to be measured during the 3 hour PM Peak, Monday through Friday, once during each non-holiday week per fiscal quarter. (V/C = Volume (Total Vehicles) divided by Capacity (Total Runs times the rated boat capacity (20 for the Whatcom Chief)). To the extent feasible, capacity of docks, parking, lighting, passenger waiting areas should also be consistent with other long range goals such as carbon neutral operations and 100 year sea level rise considerations."*

- Ging believes this change would make the LOS more measureable than a reference to wait time.
 - Bailey suggested that an outline format is easier to digest than the proposed text and Clark agreed.
 - Coburn suggested that a 2-boat wait time is easily understood. Current tallies measure whether cars are left on the dock, but not how many cars.
 - Middleton said Skehan's proposal could be added. He is amazed at how many comments he has received since he issued a draft of the LOS titled "Final". "Final" actually meant this was a version of the LOS that was ready to go public. He suggested LIFAC vote on some of the comments received to date and he will incorporate those into the next version of the LOS draft.
 - Clark suggested focusing primarily on what is measureable in the LOS.
 - Bailey proposed using a short-term measurement of wait times and trip frequency that suggests people can be assured of getting on the third ferry, and over the long-term, a measurement of .70 for volume/capacity. If measurements fall below that, management would be directed to develop changes to bring it into compliance.
 - Colburn suggested this at least specifies what would be tracked.
 - Ging offered to prepare a "proposed amendments" document based on this meeting's comments to accompany the current draft.
 - Beth Louis asked for clarification on the use of Exhibit A. Her understanding was that #1 defines what LIFAC wants in the LOS and #2 specifies an action plan that would quantify those measurements in a study. Skehan's proposal defines those terms now instead of waiting for the study.
 - Middleton explained that the resolution builds the case for the County Council that the Whatcom Chief is at the end of its life cycle. Exhibit A is the action plan with which we drill down over the coming year. The level of detail in Skehan's proposal could be added now. But the action plan will define boat wait times, who will measure them and how in the coming year. The study will also provide the information necessary to examine the cost trade-offs of achieving various levels of service from A, to C, to D, etc.
- Bailey's Changes to Exhibit A – Bailey moved, Colburn seconded, and LIFAC adopted a motion that LIFAC adopts Level of Service standards that as goals
- 1.a.i Meet current US Coast Guard safety standards
 - 1.a.ii Comply with the Americans with Disabilities Act (ADA)
 - 1.a.iii Optimize vehicle demand, deck space, and trip frequency to minimize wait times
 - 1.a.iv Balance capacity against operating costs (fuel, personnel) to ensure affordable fares over the long run
 - 1.a.v Accommodate all walk-on passengers during typical peak times
 - 1.a.vi To the greatest extent possible, provide a carbon neutral vessel
 - In 2.b.i, change to read "Quantifiable measurements for the adopted LOS,

- e.g., volume/capacity and no more than two-boat wait times, as measured during weekday peak periods.”
- Ging offered a friendly amendment to add “etc.” after “personnel” in 1.a.iv.
- Ging offered another friendly amendment to modify 1.a.i to read “Continue to meet and comply with...”
- Ging offered another friendly amendment that 1. Reads “The Level of Service (LOS) **goals** for the Lummi Island Ferry System **are to:**”
- Colburn suggested 2.b.ii and 2.b.v read “include but not **be** limited to...”
- Ging’s Suggestion for the Resolution – Ging suggested the last “Whereas” on page 2 read WHEREAS, the Lummi Island Ferry Advisory Committee has recommended new **goals for** Level of Service for the Lummi Island Ferry System...”Middleton clarified that County Council will be adopting the goals section, but part 2 will be completed in the coming year. At the end of 2017, we will publish the LOS study with all the costs. In 2018, LIFAC will write a new ordinance changing the Comprehensive Plan and adopting the Level of Service chosen based on the study findings. The new boat will be built on that recommendation that is approved by County Council. Ging wants to send a message to County Council that this is not the final LOS, that there will be another one based on the study findings.
- Jim Dickinson’s Suggestions – Blake suggested consideration of two of the suggestions received from Jim Dickinson:
 - “*WHEREAS, the Whatcom Chief is nearing the expected life span of 60 years as set by the Washington State Ferries; and*” – Middleton stated both Dickinson and the statement are correct. The Whatcom Chief did not go through a midlife rebuild with the ferry being taken out of service for two months. Instead, the county chose to perform the rebuild over a 12-year period of dry docks instead of a single two month period. The bottom line is the boat is near the end of its life span.
 - “*No where in the document does it mention the Ferry is mandated to carry all road legal vehicles as established in Washington State, Law, Codes, and the Growth management Act.*” - Middleton clarified that the county will not design a boat that does not carry legal limits. The boat will be long enough and heavy enough and the approaches designed to accommodate commercial legal loads. Blake moved and Ging seconded reinstatement of “Accommodate legal loads of vehicles per the Washington State Commercial Vehicle Guide.” as 1.a,iii with other items following. The motion carried with Bailey opposing.

NEW BUSINESS

- **Presentation of LOS at PLIC Annual Meeting** – Clark suggested that Ging represent LIFAC providing a quick introduction and recap of LIFAC’s work in the past year and Middleton provide an overview of the process. Middleton stated he will be inviting comments, then LIFAC will consider those comments at its next meeting.
- **Proposed LIFAC Meeting Agenda Items** – Middleton asked that he be included on the LIFAC agenda in the coming year as outlined in the timetable he passed out.
- **Draft Scope of Work** – Middleton clarified that he will be developing the scope of work document based on the Exhibit A we have been discussing. If there are other items that the action plan should address, those should be requested of him via email. He will have a draft of the scope of work to be reviewed at the LIFAC meeting on February 7th. He will also be asking for a LIFAC representative (or two) to be available to interview the consultants and be part of the selection process.

ADJOURN

The meeting was adjourned at 7:40 pm.