

Lummi Island Ferry Advisory Committee (LIFAC) Meeting

June 13th, 2018 at 6:30 pm

Lummi Island Fire Hall – 3809 Legoe Bay Road

CALL TO ORDER

Chairman Nancy Ging called the meeting to order at 6:38 PM.

ROLL CALL

Present: Charles Bailey, Rhayma Blake, Cris Colburn, Jim Dickinson, Patricia Dunn, Nancy Ging

Also in Attendance: Roland Middleton-Whatcom County Public Works Special Projects Mgr., Cassandra Shoenmakers-Project Mgr. (kpff); Lummi Island residents: Steve Cliff, Bill Fox, Rich Frye, Pat Hayes, David Kershner, Mike Kmiecik, Bill Lee, Wynne Lee, Joan Moye, Stuart Rich, Mike Skehan; Off-Island residents: Bobbie Jo Gregor, John Gregor

FLAG SALUTE

OPEN SESSION

Mike Skehan – Read a letter dated June 13th (attached) from the Protect Lummi Island Community (PLIC) Board of Directors asking LIFAC to include the statement “These findings and recommendations to you should not preclude taking advantage of future opportunities that may arise to acquire a replacement vessel and/or future terminal improvements”.

Rich Frye – As a retired economist suggested using the number of vehicles transported per unit of time as an appropriate measurement to compare vessel replacement options. Frye also recommended kpff consider a 24-car option since his analysis (attached) suggests this could deliver the most cars per hour, keep capital and operating expenses low, and keep fares more affordable over time.

Wynne Lee – Suggested LIFAC ask Whatcom County Council members to take the most recent survey as a way to more easily understand the issues at hand.

Steve Cliff – Taking the survey reminded him that the ferry is a part of the county road system which the county has an obligation to maintain. Therefore, there should not be a need for a special taxing district. Ging clarified that a special taxing district is under consideration in order to maximize funding opportunities through the County Road Administration Board (CRAB).

Charles Bailey – Proposed a motion of thanks to Nancy Ging and Beth Louis for their work in preparing and executing a beneficial and meaningful questionnaire based as evidenced by the wide variety of comments received. Dunn seconded the motion which passed unanimously.

APPROVAL OF MINUTES

5/9/18 Meeting – Dunn moved and Dickinson seconded a motion for approval. The motion carried.

OLD BUSINESS

1. Update on Ferry System Improvement Project, Roland Middleton, Whatcom County Public Works Special Projects Mgr.

- a. Middleton explained that Hudson is managing all of operations at present, but was unavailable to attend this meeting.
- b. Middleton reported on a recent opportunity made possible through Joe Rutan of

Public Works. On June 12, 2018, John Koster, executive director of CRAB, rode the Whatcom Chief, reviewed our current recommendation process for the ferry system and declared it “amazing”. He noted that we should be in line to request CRAB funding in year 2021. LIFAC members expressed gratitude for all who have played a part in the process. Middleton explained that he would be responsible for managing the budgeting and timing of the project long-term.

2. Update on Consulting Work – Shoemakers (PowerPoint attached)

- a. **Schedule** – kpff is asking that comments on the most recent drafts (Tasks 6 and 7) be shared with them by June 21st in order for kpff to consider them for the final draft due June 26th. She prefers all comments be received in writing.
- b. **Comments on Suggested 24-Car Option** – Shoemakers explained that a replacement vessel is a long-term investment. Kpff’s current evaluation model calls for planning for high volumes on both sides of the run where Frye said history suggests full-loading is only required on one side during peak times. Shoemakers suggested that “slack time” should be built into a schedule to allow for loading big trucks and bicycles. Pat Hayes asked why the 28-car option was dropped from further discussion, and Shoemakers explained that both 20 and 28-car options offer a very similar level of service. Dickinson suggested that larger vessels are more fuel efficient, while Frye countered that is not intuitive. Middleton will ask Hudson and Mike Anderson from kpff to determine the answer. Bailey asked for a written response from kpff on the 24-car option. Middleton and Schoemakers agreed to that request.
- c. **Task #6 Financials** – kpff recommends a diverse funding portfolio with a combination of local, state, and federal funding for the greatest success.
 - i. **Timing** - Grants often require a local match. Middleton will be leading the project development team along with the engineering group at Public Works to manage the timing and phasing of the project in light of funding availability. The timing of the project will need to be phased beyond ten years unless there is success in winning a BUILD grant in partnership with the Lummi Nation marina project. We may have to be persistent and patient since history shows, for instance, it took six requests to the state legislature for the \$19 million required for the Swift Creek project.
 - ii. **Farebox Recovery** - Ging commented that the Farebox Recovery line can be calculated using various formulas (and exceeded the 50.3% depicted in the current draft). Middleton clarified that there are maintenance and capital components in the Road Fund that are used differently in various reports. Dunn requested the source of data used be included in the final report. Shoemakers clarified that the revenue projections are based on the ridership model that has been developed and current fares plus inflation. Bailey suggested that a trade-off between increased fares and increased wait time will be a primary concern for ferry riders.
- d. **Task #7 Service Alternative Summary**
 - i. The Whatcom Chief \$2 million represents the capital cost for an engine overhaul in 8 years.
 - ii. Bailey asked that the 28-car option be reinstated in the analysis. Ging agreed.
 - iii. Dickinson considered the fuel costs for the 34-car vessel high.
 - iv. Middleton added that Elliott Bay Design had been asked to provide costs that would cover all design options. This range allows for either diesel or hybrid options.
- e. **Recommendations to Achieve LIFAC’s LOS** – kpff is currently recommending:

- i. Measure LOS**
 - 1. Track and calculate cars per sailing (manually or via cameras).
 - 2. Monitor performance metrics including percent capacity, on-time performance, and number of cars left behind.
 - ii. Construct a 34-car**, hybrid diesel-electric vessel.
 - iii. Improve Terminals**
 - 1. Replace the marine structures once new vessel is designed.
 - 2. Install queue lane cameras and ticket vending machines.
 - 3. Initiate environmental process for GP terminal relocation.
 - 4. Reconfigure LI queuing and install ADA restrooms.
 - 5. Install an emergency passenger-only ferry float.
 - iv. Improve Operations**
 - 1. Locate queuing for bicycles and pedestrians closer to the ferry.
 - 2. Implement peak congestion pricing fare on cash fares in summer. (NOTE: Colburn left at this point.)
 - v. Fund**
 - 1. Institute a ferry district. Middleton explained that establishment of a ferry district allows us to seek the maximum grant from CRAB which is 50% of a project compared to only 30% of a project with no district. He also shared that Koster had a state Attorney General's opinion that CRAB funds cannot be just for passenger-ferry projects (even though it stipulates so). Walt Olsen, who administers the CRAB funding program, clarified with Middleton that a ferry district can be established without a tax. It can be established now but funded later from various sources. Dunn clarified that the current Ferry Fund is just a reserve. The ferry district would be a separate legal entity. It can be established and governed by the County Council and used either for emergency operating expenses or towards a future replacement vessel. Dunn and Middleton agreed that administrative costs of such a district should be minimal unless collection of an actual tax was involved.
 - 2. Implement a vessel replacement surcharge for the next vessel. Middleton suggested that once this new ferry is designed and completed (with real numbers), County Council should request a plan for funding the next ferry and create an ERR fund for that new ferry.
 - 3. Increase fares periodically with inflation to maintain the 55% farebox recovery goal. Ging suggested that the 55% goal is a federal benchmark standard.
 - 4. Seek out all grant funding options for capital projects.
- 3. LIFAC Questionnaire Results** – Ging noted the survey summary sheet (attached) includes corrected numbers on preferred ferry size. 207 responses were received. A full copy is available at the Island Library. The questionnaire and results are also available on the [website](#). Highlights included:
- a. Islanders have a very high level of satisfaction with the current ferry service.
 - b. It is important that fares are not significantly impacted.
 - c. 46% favor a 34-vehicle ferry. 17% favor a 20-vehicle ferry. 30% favor something in between. Bailey noted that it is a dead heat on vessel size since 47% prefer something smaller than a 34-vehicle ferry.
 - d. Beth Louis has offered to group open-end responses to provide further insights.

NEW BUSINESS

- 1. Comments/proposal from Darlyn DelBoca** (attached) - She suggested that no private vehicles be allowed on island. Discussion postponed until the regular July meeting for Colburn and Dunn input.
- 2. Comments/proposal from Steve Wilcox** (attached) – Two 16-vehicle ferries suggestion. Ging commented this would double capital and operating expenses. Dickinson said the cost is in the engines, and this would double those costs. Shoenmakers suggested finding appropriate moorings for two vessels would be a challenge.
- 3. Next Meeting** – Middleton asked that we consider voting on which recommendations are preferred at our next meeting. Ging asked LIFAC members to be able to provide a primary rationale for the size of the boat they prefer at that meeting and is hoping to come to a consensus. Dunn suggested members come in with a draft ballot already filled out, allowing time for discussion of items where there is not agreement.

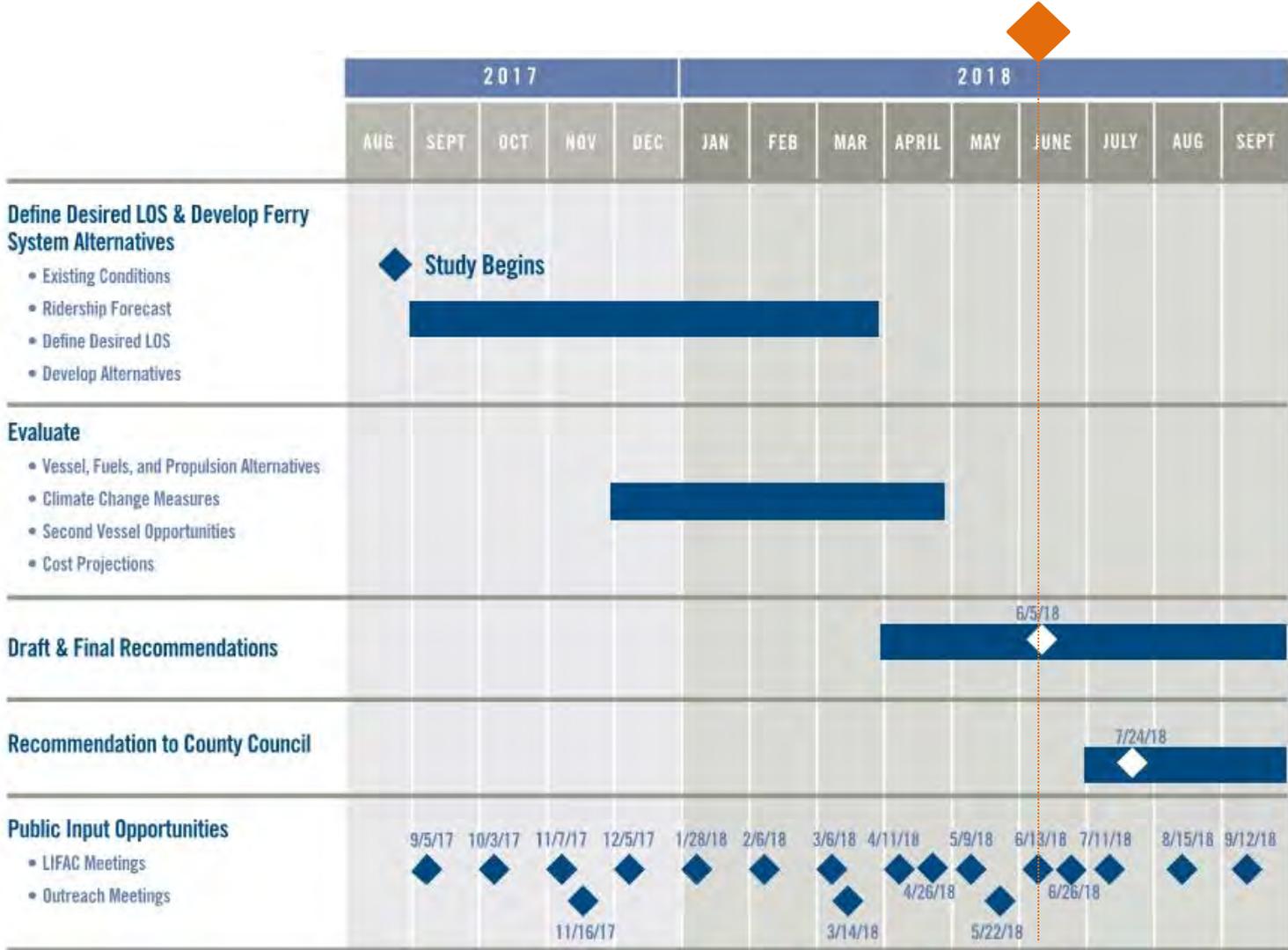
ADJOURN – The meeting adjourned at 8:13 PM.



Lummi Island LOS Analysis Update

June 13, 2018

Project Schedule



6/5/18

7/24/18

9/5/17 10/3/17 11/7/17 12/5/17 1/28/18 2/6/18 3/6/18 4/11/18 5/9/18 6/13/18 7/11/18 8/15/18 9/12/18

11/16/17 3/14/18 4/26/18 5/22/18 6/26/18

Where are we at?

Drafts published for comment:

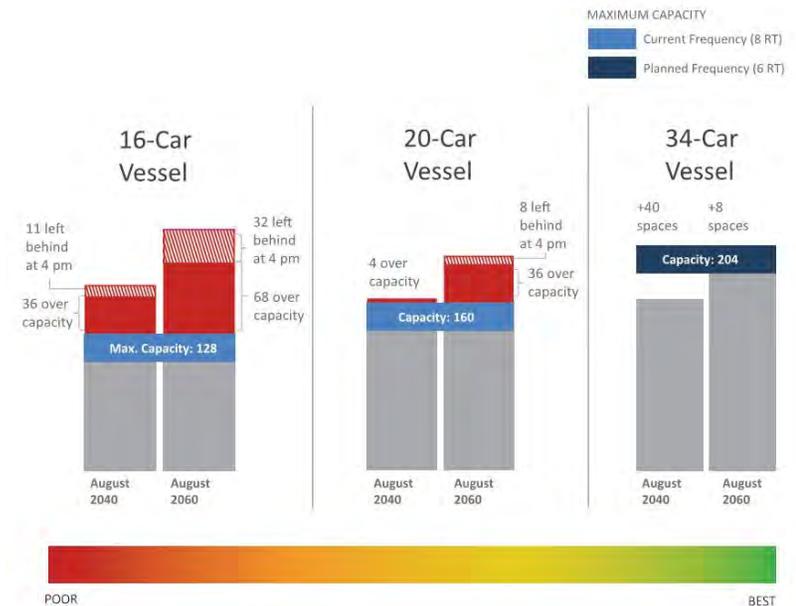
- Task 1: Existing Conditions
- Task 2: Ridership Forecast
- Task 3: LOS Memo
- Task 4: Vessel Characteristics
- Task 5: Terminal Improvement Options
- Task 6: Funding/Finance
- Task 7: Service Alternatives

In review

- Draft Recommendations

Public Meeting 5/22

- Discussed:
 - Ridership forecasts
 - LOS
 - Terminal and Vessel Options
 - Operating Costs and Capital Costs
 - Funding Options



Task 6: Funding

- Operating costs: fares, road fund and formula grants
- Capital costs: road fund, competitive grants, surcharge, special district property tax
 - Funding portfolio: local, state and federal financing
 - Grants require local match and are competitive
 - Phasing improvements allows time to build a grant funding portfolio

Task 6: Financials

	2017 Actual	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Future Investments ³
Operations														
Revenue														
Operating Revenue														
Fares ²	1,529,000	1,581,000	1,629,000	1,685,000	1,743,000	1,800,000	1,859,000	1,924,000	1,992,000	2,063,000	2,136,000	2,213,000	2,294,000	
Other operating revenue	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Total Operating Revenue	1,554,000	1,606,000	1,654,000	1,710,000	1,768,000	1,825,000	1,884,000	1,949,000	2,017,000	2,088,000	2,161,000	2,238,000	2,319,000	
Expenses														
Vessel Operations														
Labor	1,200,000	1,228,000	1,252,000	1,282,000	1,312,000	1,341,000	1,371,000	1,404,000	1,439,000	1,474,000	1,511,000	1,549,000	1,589,000	
Fuel	121,000	123,000	126,000	129,000	132,000	135,000	138,000	141,000	145,000	250,000	256,000	263,000	269,000	
Maintenance	522,000	534,000	545,000	558,000	571,000	584,000	597,000	611,000	626,000	277,000	284,000	291,000	298,000	
Other	189,000	194,000	198,000	202,000	207,000	212,000	216,000	221,000	227,000	233,000	238,000	244,000	251,000	
Insurance	52,000	53,000	54,000	55,000	57,000	58,000	59,000	61,000	62,000	76,000	78,000	80,000	82,000	
Total Vessel Operations	2,084,000	2,132,000	2,175,000	2,226,000	2,279,000	2,330,000	2,381,000	2,438,000	2,499,000	2,310,000	2,367,000	2,427,000	2,489,000	
Terminal Operations														
Utilities	6,000	7,000	7,000	7,000	7,000	7,000	7,000	8,000	8,000	8,000	8,000	8,000	9,000	
Maintenance	347,000	355,000	362,000	371,000	380,000	388,000	397,000	406,000	416,000	426,000	437,000	448,000	460,000	
Other	8,000	8,000	9,000	9,000	9,000	9,000	9,000	10,000	10,000	10,000	10,000	11,000	11,000	
Lease	225,000	230,000	235,000	236,000	241,000	247,000	252,000	258,000	264,000	271,000	278,000	285,000	292,000	
Total Terminal Operations	586,000	600,000	613,000	623,000	637,000	651,000	665,000	682,000	698,000	715,000	733,000	752,000	772,000	
Management & Support														
Salaries & Benefits	99,000	101,000	103,000	106,000	108,000	111,000	113,000	116,000	119,000	122,000	125,000	128,000	131,000	
Other	12,000	12,000	13,000	13,000	13,000	13,000	14,000	14,000	14,000	15,000	15,000	16,000	16,000	
Central Services & Allocations	257,000	263,000	268,000	275,000	281,000	288,000	294,000	301,000	308,000	316,000	324,000	332,000	341,000	
Total Management & Support	368,000	376,000	384,000	394,000	402,000	412,000	421,000	431,000	441,000	453,000	464,000	476,000	488,000	
Total Operating Expense	3,038,000	3,108,000	3,172,000	3,243,000	3,318,000	3,393,000	3,467,000	3,551,000	3,636,000	3,478,000	3,564,000	3,655,000	3,749,000	
Net Operating Income (Loss)	-1,484,000	-1,502,000	-1,518,000	-1,533,000	-1,550,000	-1,568,000	-1,583,000	-1,602,000	-1,621,000	-1,390,000	-1,403,000	-1,417,000	-1,430,000	
Operating Grants & Subsidies														
WSDOT Deficit Reimbursement Funds	317,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	230,000	
County Road Fund Subsidy	1,382,000	1,399,000	1,427,000	1,460,000	1,494,000	1,526,000	1,561,000	1,598,000	1,637,000	1,665,000	1,604,000	1,645,000	1,687,000	
Total Operating Grants & Subsidies	1,699,000	1,629,000	1,657,000	1,690,000	1,724,000	1,756,000	1,791,000	1,828,000	1,867,000	1,795,000	1,834,000	1,875,000	1,917,000	
Operating Program Net Gain (Loss)	215,000	127,000	139,000	157,000	174,000	188,000	208,000	226,000	246,000	405,000	431,000	458,000	487,000	
Farebox Recovery	50.3%	50.9%	51.4%	52.0%	52.5%	53.1%	53.6%	54.2%	54.8%	59.3%	59.9%	60.5%	61.2%	
Capital Investments														
New vessel construction								583,000	12,378,000					
Terminal improvements										849,000	4,572,000	1,853,000	10,086,000	75,712,000
Total Capital Investments	0	583,000	12,378,000	849,000	4,572,000	1,853,000	10,086,000	75,712,000						
Projected Fund Balance	215,000	342,000	481,000	638,000	812,000	1,000,000	1,208,000	851,000	(11,281,000)	(11,725,000)	(15,866,000)	(17,261,000)	(28,860,000)	(102,572,000)

Notes:

¹ Assumes life cycle replacement of capital assets

² Fare revenue increases for ridership growth and general inflation

³ Cost of future improvements at future value cost

Task 7: Service Alternatives Summary

	Vessel: Chief⁴ Terminals: based on useful life	Vessel: 20-car: diesel and hybrid options Terminals: based on useful life and all projects as soon as possible	Vessel: 34-car; diesel and hybrid options Terminals: based on useful life and all projects as soon as possible
Costs¹			
Capital costs (millions)²			
Vessels	\$ 2.0	\$ 9.0 – 10.5 M	\$ 13.0 – 15.0 M
Terminal Projects	\$ 4.5	\$ 12.5 – 45.5 M	\$ 14.5 – 47.5 M
Total est. Capital	\$ 6.5	\$ 21.5 – 55.5 M	\$ 27.5 – 62.5 M
Annual Operating Cost			
Labor	\$ 1,200,284	\$ 1,200,284	\$ 1,200,284
Fuel/Lube Oil	\$ 120,657	\$127,800 – \$142,000	\$185,000 – \$206,000
Annual Maintenance	\$ 522,443	\$145,000	\$228,000
Insurance/Terminal costs/ Lease/Admin	\$ 1,196,738	\$1,054,000	\$1,068,000
<i>Subtotal³</i>	\$ 3,040,122	\$2,527,000 – \$2,541,000	\$2,681,000 – \$2,702,000
Annualized Major Maintenance	\$200,000	\$47,000	\$72,000-\$74,000
Total est. Annual Ops Cost³	\$ 3,240,122	\$2,574,000 – \$2,588,000	\$2,753,000 – \$2,776,000
Fares	Current fares	Same unless fare policy is changed	
Funding Options	Operating Costs: Fares, road fund, other subsidies Capital Costs: Road fund, bonds, competitive grants, special district, surcharge		
LOS			
Short-term LOS	Same as today	Slightly better than today	Better than today
Long-term LOS	Poor	Poor	Better than today – meets future demand
Evaluation			
Benefits	<ul style="list-style-type: none"> • Maintains status quo 	<ul style="list-style-type: none"> • Least expensive option 	<ul style="list-style-type: none"> • Best LOS
Challenges	<ul style="list-style-type: none"> • LOS deteriorates • Risk of service outages • Operating cost increase 	<ul style="list-style-type: none"> • LOS similar to today and anticipated to be worse in future 	<ul style="list-style-type: none"> • Most expensive

Notes:

1. All costs are represented in 2018 dollars
2. Includes contingency and rounded to nearest \$500,000
3. Rounded to nearest \$1,000
4. Baseline included for comparative purposes only

Recommendations to Achieve LIFAC's LOS

- **Measuring LOS:** Track and calculate the cars per sailing and sailings in a service window. This could be done by the crew counting manually or via monitoring cameras. Monitor performance metrics including percent capacity, on-time performance and number of vehicles left behind.
- **Vessels:** Construct a 34-car, hybrid diesel-electric vessel.
- **Terminal Improvements:** Replace the marine structures for the new vessel once designed. Install queue lane cameras and ticket vending machines. Complete structural improvements to the existing Gooseberry Point bridge structure. Initiate the environmental process for the Gooseberry Point terminal relocation. At Lummi Island, reconfigure the Lummi Island queuing and install ADA restrooms. Install an emergency passenger-only ferry float.
- **Operational Improvements:** Improve bicycle and pedestrian loading by locating the queuing area as close to the vessel as possible to reduce the time required to load onto the ferry. Implement a peak congestion pricing fare policy on cash fares.
- **Funding:** Institute a ferry district and implement a vessel replacement surcharge. Increase fares periodically with inflation to achieve the 55% farebox recovery. Seek out all grant funding options for capital projects.

Next Steps

- Draft Report to LIFAC
- 6/21/18 Comments on Task 6, Task 7, Draft Report Due to WC
- 6/26/18 LIFAC Special Session
- 7/11/18 LIFAC Meeting in Bellingham
- 7/24/18 Whatcom County Council

PROTECT LUMMI ISLAND COMMUNITY



June 13th, 2018

From: Protect Lummi Island Community (501c3)

To: Lummi Island Ferry Advisory Committee

Subject: Text of Public Comment by Mike Skehan, Secretary on this date

PLIC has been working hand in hand with LIFAC and our community over the course of this Ferry System Improvement Project and would like to share our final thoughts with you prior to your making a final recommendation to the Whatcom County Council.

It's clear that the Whatcom Chief and trestles on both sides of Hales Passage are in need of replacement and/or repair in the near future. There are 280 ferries operating in the US. Only 35 vessels are older than the Chief. Terminal facilities, trestles and the like are part of our bridge to the mainland. Last year there were over 56,000 structurally deficient/obsolete bridges in the US. Of the 8,120 bridges in Washington State, 2,193 were deemed deficient or obsolete, and in Whatcom County, of 350 bridges, 90 were deemed deficient/obsolete. These numbers have not improved over the last 10 years, so there is a significant backlog of infrastructure projects in the wings, both locally and nationally.

Kpff has identified a capital need of over \$102m over the next 28 years (Financial Forecast) for vessel and terminal improvements, but stops short of laying out a financial plan due to the uncertainties of future funding options. We understand that.

Therefore, PLIC strongly urges LIFAC to not make a recommendation to the County Council that does not acknowledge the realities of future needs and future resources to pay for that. We do however support a statement in your recommendations that says:
"These findings and recommendations to you should not preclude taking advantage of future opportunities that may arise to acquire a replacement vessel and/or future terminal improvements".

Respectfully Submitted, PLIC Board of Directors

Source of data FHWA (Federal Highway Admin) & BTS (Bureau of Transportation Statistics)

June 13, 2018

A Ferry Selection Decision Framework

By Rich Frye

LIFAC is now in the challenging position of having to digest all of the information generated by the Kpff consultant team and public discussions to make a recommendation for a particular ferry to replace the long-serving Whatcom Chief. The following comments are offered to help focus and simplify the decision process.

One thing that has become clear during these discussions is that it is indeed time to replace the Chief with a new vessel due to the rapidly increasing maintenance costs. The immediate task facing LIFAC is to use all the information available to select the best vessel for the future.

From an economic perspective the “best vessel” is not a matter of public opinion; it is the one which provides the maximum stream of net benefits over its service life.

Estimating Benefits

While there are many kinds of benefits from ferry service, the most straightforward is some measure of the Service the ferry provides. Since the fundamental purpose of a ferry boat is to be as much like a bridge as possible (*getting people and vehicles across a body of water*), a compelling case can be made for using *the number of vehicles transported per unit of time* as a measure of benefits generated by each vessel being considered. We can think of maximum cars/hr as either the average number per hour when the vessel is going back and forth without a schedule, or alternatively as the average cars/hour on a preset schedule.

Estimating Costs

Costs include the value of time people spend waiting in line to board as well as annualized capital costs and ongoing operations and maintenance costs, both of which increase rapidly with vessel displacement. Smaller boats are cheaper to build, cheaper to operate, and have the shortest waiting times between runs.

Kpff has provided various estimates of capital and O&M costs for a 20, 28, and 34-car vessel. While their numbers are *plausible* in a general way, their model ignores several important elements which could have made their results more specific to our particular route.

These include:

- Choosing not to consider ferry capacities between 20 and 28 cars in their analysis;
- Curiously small differences in both capital and operating expenses as a function of vessel displacement among their study options;
- The assumption of full loads going both ways at peak demand times, leading to systematic underestimation of each vessel’s peak load performance;
- Considering fares to remain constant over time, despite differences in vessel costs.
- Mentioning possible efficiency gains in maneuverability but not including estimates.

Comparisons

Taken as a group, these limitations point to an analysis which ignores many of the unique characteristics of the route, the effects of recent fare history on the demographic structure of the island population, the ridership behavior of the population served, and the critical interdependence of ferry service, fare affordability, and the sustainability of a diverse Lummi Island community and economy.

Table 1a below reproduces Kpff's original Voyage Model, and includes a 24-car ferry option calculated from their numbers. It shows the maximum number of cars per hour that could be carried by each vessel running continuously for a two-hour period. . *Operating continuously*, the 34-car vessel could carry a maximum of 83 cars/hr. But only in this continuous operation scenario can larger vessels carry more cars per hour than smaller ones.

Table 1a. Voyage models				
ferry	20	24	28	34
loading time, min	2.25	2.85	3.45	4.1
loading time per car, sec	6.8	7.1	7.4	7.2
departure, transit, arrival, mins	5.3	5.3	5.3	5.3
unload, mins	2.25	2.85	3.45	4.1
unloading time per car, sec	7	7	7	7
total mins one way	9.8	11	12.2	13.5
total mins rt	20	22	24	27
Fractional trips/2 hr	6.0	5.5	5.0	4.4
Max cars/hr back and forth (2-way full)	60	65	70	76

Table 1b. Adjusted Voyage models				
less mins rt full out half back	-1	-1.4	-1.6	-2
less mins design	-0.5	-0.5	-0.5	-0.5
adjusted total mins rt	18.5	20.1	21.9	24.5
Fractional trips/2 hr	6.5	6.0	5.5	4.9
max cars/hr back and forth	65	72	77	83*
runs/2hr even schedule	6	6	5	4
max cars/2hr even schedule	60	72*	70	68

costs				
annual o & m cost, \$mil*	1.27*	1.33	1.40	1.43
one-boat waiting time	20*	20*	24	30

June 13, 2018

Maximizing Net Benefits

Table 1b assumes that peak demand only happens in one direction at a time, (*from Island in the morning, to Island in the evening*), and that modest additional loading efficiency can be designed into a new boat. The time saved on the off-peak run subsidizes the peak run. When vessels *stick to a regular schedule*, the 24-car ferry would move the most cars per hour, 72.

On the cost side, the smaller the vessel, the lower are vessel purchase and operating expenses, docks, and other infrastructure. Since our fares are tied by County policy to paying a percentage of O&M costs, the smaller the vessel the more affordable our future fares and the more diverse our future community.

For boats running on a regular schedule, a 24-car boat could deliver the most cars per hour, keep capital and operating expenses low, and keep fares more affordable over time than a larger boat.

LIFAC Ferry Questionnaire Results

Results are in on the Lummi Island Ferry Advisory Committee (LIFAC) questionnaire. The questionnaire was open for responses from May 23 through June 10. 207 people responded, including 19 who filled out printed copies. You can view both the questionnaire and the results here:

<http://lummiislanders.com/ferrydocs/userfiles/20180522-000000.pdf>

More analysis will be required, but here is a quick summary of the results:

- 54% of respondents were full-time island residents, 39% part-time
- 58% are retired, 29% are employed off-island
- **Islanders have a very high level of satisfaction with current ferry service**
- 57% think the ridership projections are about what they would expect
- **it's very important to people that fares are not significantly impacted**
- about 57% are willing to pay a little extra for hybrid diesel-electric
- 64% are unwilling to support even a 25% fare increase to have a backup vehicle ferry
- 46% support a County-wide ferry district, with an additional 39% supporting it even if it's only for Lummi Island
- 35% of respondents are neutral on establishing a ferry replacement fund; 36% favor it and 29% oppose
- if a replacement fund is established, 54% favor funding it with a surcharge on cash tickets only during peak seasons
- **CORRECTED VERSION: 46% favor a 34-vehicle ferry; 24% favor a 28, and 17% favor a 20; 6% favor a 24-vehicle ferry (write-in responses)**
- **Note: 30% favor something smaller than the 34 but larger than the 20.**
- 65% support the permanent floating docks
- 83% favor purchasing property at Gooseberry as it becomes available
- 57% favor repairing the GP dock while figuring out how to relocate
- 51% were against installing cameras
- 68% favored installing a TVM (ticket vending machine), but the comments indicated people would have liked more choices
- 83% favor project phasing

Thank you to all the people who participated in this questionnaire! LIFAC and Public Works are grateful for your feedback.

LIFAC will be discussing these results at the regular monthly public meeting Wednesday, June 13, at 6:30 pm in the Lummi Island Fire Hall on Legoe Bay Road.

Thanks again,
Nancy Ging
LIFAC Chair

DARLYN DELBOCA
P.O.B. 32355
BELLINGHAM, WA 98228

May 26, 2018

Lummi Island Ferry Advisory Committee

Re: New Ferry & Non-renewal of Gooseberry Docking Lease

Dear Committee Members:

First, I want to thank you for volunteering to sit on the LIFAC. We know only too well, from the two terms one of us sat on the Whatcom County Planning Commission, the time and energy it takes as volunteers. You do not have an easy task.

We have been having health problems that have precluded our participation in your public involvement sessions. I would like to take this last opportunity to enquire if you have had input or consideration of coordinated transportation planning involving public transit, planning which effects the ferry size and new dock siting? Here is why I ask:

As is becoming typical throughout our region, more of the population is of retirement age. Part of this is due to immigration. For example, it is reported that eighty percent of Lummi Island's population is over 60 years of age. Besides not having medical services on the Island, we must resort to use of private vehicles due to lack of adequate public transit. But, it is commonplace for seniors to want or need to give up driving. For many, downsizing includes ridding oneself of a car. Therefore, as one ages, one is forced "into town" to avail oneself of medical and public transportation services. That is often very disrupting to an aging person's health and financial condition. I believe Lummi Islanders, or any other rural dweller, should be able to "age in place" as any town dweller can.

That means developing the services seniors require as part of community/transportation planning. An integrated public transit system including the ferry with van pooling, on a daily basis, is needed to enable aging in place in our community.

Also, I sense a big question in islander minds is: "Shouldn't this new ferry/dock also be about "reducing our carbon footprint," rather than emphasizing vehicular accommodation?" Yes, I hear you have considered an electrically powered ferry. That would be an excellent option. But even electric, if the emphasis is accommodating vehicles, is an alternative that only serves to maintain our use/dependence on private passenger vehicles.

In addition, I write this on Memorial Day when Lummi Island is particularly overrun with private passenger vehicles, all exceeding speed limits. Pedestrians, particularly seniors and those pushing strollers, take life in hand trying to enjoy our rural character or trying to walk to the ferry on our narrow, poorly maintained public roads. And so the combination of issues brings about the following proposal.

First, did the consultant, KPPF, have the following alternative as part of its contract? If not, I believe the County should extend its contract to include this alternative:

There are islands where private vehicles are not allowed for various reasons, including maintenance of island (rural) character and cost of water transport.

I am sorry I cannot provide specifics at this time about how other islands restrict cars, but the consultant will. The concept works for those islands, and it could work for Lummi Island as well as be more economical for Whatcom County taxpayers than other options. Certainly, the concept does comply with

the Growth Management Act – it would maintain rural/island character. Here is a partial outline of how we might accomplish it.

Transitioning to “no private vehicles” (NPPV) on Lummi Island:

Objective A: Transition Period

Develop a phased plan, which shifts to accommodation of only service & commercial vehicles, private vehicles certified for and transporting handicapped passengers, equipment – e.g. tractors, moving vans, bicycles/motorcycles, shopping carts, and pedestrians on foot and or in public transit vans. That shift could begin on the Whatcom Chief, prior to completion of the new ferry and dock.

Objective B: Induce Pedestrian Use – Make it Easy and Appealing to Transition:

Goal B-1: Cooperation:

Develop a stronger, more cooperative relationship with WTA and the ferry workers' union to enable and enhance pedestrian use of the ferry and WTA #50 scheduling.

Goal B-2: Public Transit Expansion:

Currently WTA services Lummi Island with “Zone Service” only on Tuesday, and only at the island-side ferry landing. It does not circle the island.

To induce NPPV alternative, redevelop the WTA van service once available on Lummi Island using island volunteers for drivers. Extend the service – WTA “Island Transit (IT)” - onto the ferry, as the current Zone Service does, to connect with points on the mainland that WTA services do not timely or otherwise access. An example: The Lummi Nation uses a WTA vanpool to transport members to the Ferndale refineries. Or expand the WTA Zone Service to daily, island-wide routing.

If parking at the mainland dock is not feasible, employ transit service to any north and south parking lots, mentioned below.

Recognize that pedestrian patronage in numbers is essential to maintenance of any transit service for the Island. Use the NPPV alternative for the ferry to induce public transit use on both the island and on the mainland, while employing pedestrian use for a more economical ferry. It is a ying/yang dynamic for the ferry and the IT.

Goal B3: Passenger Vehicle Parking:

Develop mainland parking lot(s) for those requiring a private vehicle to get places public transit does not go. Parking lots are relatively inexpensive to develop and maintain compared to the cost of an all vehicle ferry, docking facilities and associated maintenance. Public transit systems across the nation use park-and-ride lots. The ferry is a form of public transit.

Possible Parking Sites:

- a. At the dock. Always site ADA (accessible) parking at the dock.
- b. If the dock location is not feasible, develop a park-and-ride lot in south Ferndale for northern destinations and develop one at the Bellingham Park Department property on Marine Drive at Smith Gardens for southern destinations.

Goal B4: Recognize and accommodate the time factor (instant potatoes) typical of modern life by using “IT” to enable ferry pedestrians timely access to WTA #50 or the above-mentioned mainland parking lots.

Goal B5: Pedestrian Facilities:

- a. Provide a restroom at the mainland dock.

b. Design on-land facilities with consideration of those who might wait a full hour during inclement weather for the ferry. At the mainland dock and any off-site ferry parking lots, install safe walkway surfacing and provide safe, warm, dry, wind-proof, well-lighted pedestrian waiting areas and a load/unload zone for vehicles dropping or picking up pedestrians. Include a public telephone or other means of contacting safety and emergency responders. (There are still those who do not use portable communication devices.)

Objective C: Size Ferry for Economy:

Continue to include non-passenger vehicles in the sizing formula, but recognize that the major opportunity for reducing ferry size is in the way passengers are transported. The NPPV alternative is likely the most conservative option of the options you will consider. It relies on human participation.

Goal C-1: Condense passengers into transit vanpools in any Plan strategy.

Goal C-2: Calculate ferry size based on optimizing use of on-ferry transit vans.

Passenger vehicles appear to be the greatest number of vehicles on the ferry for most runs. Typically they transport only the driver, or a driver and one passenger. A land-boarded, on-ferry transit van, of the type WTA uses for "pooling," carries about 9-10 people. It uses only one vehicle space on the ferry compared to the 10 or so required for the comparable passenger vehicles transporting only one person. That is a considerable reduction in the amount of space and time required to load and transport people. An ADA emergency exit space must be included for each van unit in the space calculations.

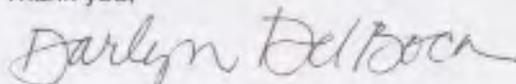
Transporting in transit vans also significantly reduces the necessity for a large passenger cabin on board.

In summary: An emphasis on pedestrian transiting to and on the ferry, with or without transit van units, should require a small, more economical ferry, can ensure a viable "Island Transit" system, can enhance WTA utilization, can lead to safer island roads, lower cost of maintenance for island roads and ferry, be in keeping with island life style, maintain Lummi Island's very unique rural character, reduce carbon emissions, and comply with our Comprehensive Plan. It will benefit the community's sense of place and interaction. It will enable our senior population to age in place and be less isolated. It will enable our youngsters to be more mobile. And an external benefit will be reduction of negative impacts on our Lummi neighbors – road safety problems, plus wear and tear on Haxton Way.

Lummi Islanders will adapt to the proposed NPPV because they are generally more environmentally conscious than most people in other communities. Success of the NPPV will occur if it is properly "marketed" in relation to that attitude. Islanders are generally healthier, outdoor folk. Being pedestrian – walking, is something they enjoy. And, if 80% of Lummi Island's population is retired, it has plenty of time to do the preparation necessary to be ready for "Island Transit" – the trip to the mainland.

Let's tread more lightly on water and land. Please encourage the Council to expand the consultant's contract to develop and include this "no-private-passenger-vehicle" alternative for the ferry in your recommendations to Whatcom County Council, including the WTA vanpool transit system inducing and accommodating pedestrian emphasis. Or, include it in your recommendations otherwise.

Thank you,



From: Steven Wilcox <Lucindah@pacbell.net>
Subject: [LIFAC] lummi ferry survey & supporting documents
Date: June 2, 2018 at 8:21:48 AM PDT
To: "lummiferry@googlegroups.com"
<lummiferry@googlegroups.com>
Reply-To: Steven Wilcox <Lucindah@pacbell.net>

I found the Lummi ferry survey and supporting documents fairly comprehensive for what options were considered, but did not consider an option that solves several problems that larger ferries present.

Also, the document DRAFT-Task-2_Ridership, has a Word bookmark error on page 23, figure 10 that should be corrected.

I believe having two smaller ferries, perhaps 16 car, solves several problems: dry-docking, redundancy, loading, dock size, and peak vs off-peak operating efficiency. Although the initial ferry cost might be a little higher, this would be offset by requiring less expensive modifications to the docks and overall fuel consumption. Ticketing by crew members also continues to function.
Please consider this option.

I do like the offset bridge and the hybrid fuel-electric options. A smaller ferry allows downsizing of the drivetrain as well.

Regards,
Steve Wilcox

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