

Skagit County Ferry Replacement News

December 2017



First look at new Guemes Ferry design

The [Guemes Island Ferry Replacement Concept Design Report](#) is out — which means the new vessel is officially at 30 percent design completion. Probably the most notable part of the 100-plus-page report, however, is the general arrangement drawing. In layman’s terms: The first sketches of how the new vessel will look.

Much like the existing vessel, the proposed new ferry will be double ended, with a three-tiered deckhouse on one side, and four vehicle lanes sized for trucks and emergency vehicles.

Overall, the new vessel will be longer and slightly wider than the current ferry, with estimated capacity of 32 vehicles and 150 passengers. Storage areas on either side of the deckhouse are intended for bicycles, handcarts or other items.

The Concept Design Report also takes an in-

depth look at the benefits and tradeoffs of five different propulsion types — starting with the current geared diesel system, and expanding to consider diesel-electric, series hybrid, plug-in hybrid and all-electric propulsion.

To give context to each of the propulsion systems, Glosten implemented a scoring system (taking into consideration weight, complexity, reliability and other factors) to weigh the strengths and drawbacks of each type of propulsion.

Glosten also prepared a [Transportation System Assessment](#) and a [Vessel Capacity Study](#), both of which lay the foundation for the concept design report.

All three reports are available online at skagitcounty.net/ferry. Click “Ferry Replacement Project” and scroll down below the concept design image to read the PDF reports.

Capt. Rachel Rowe | 360-416-1400 | rrowe@co.skagit.wa.us | skagitcounty.net/ferryreplacement

Skagit County Ferry Replacement News

WHAT CAN WE IMPROVE?

► Let’s get detailed: What specific changes can we make now and in the future to improve your ferry service?

► Share your thoughts: publicinput.com/1972

In our first survey, you gave us baseline information about who uses the ferry, when, and why. This new survey asks you more detailed questions that will allow us to better understand the input we have received so we can prioritize specific improvements to the system.

The new ferry will be larger than the current vessel. With that in mind, do you think it’s important for the new ferry to still make two round-trips per hour?

Yes

Not sure

No

Vote to view results

Skagit County
Public Works Department
1800 Continental Place
Mount Vernon WA 98273-5625



FERRY EMAIL UPDATES: ► visit skagitcounty.net/email ► click “Guemes Island Ferry Information”



Presentations, audio from Nov. 2 meeting now online



Approximately 106 people joined the Skagit County Board of Commissioners, Public Works and representatives from ferry consultant Glostén at a public meeting Nov. 2 at the Guemes Island Community Center. The Board discussed funding considerations, while Glostén addressed specific questions relating to ferry design and capacity. Find links to [presentations](#) and [audio](#) from the Nov. 2 meeting online: skagitcounty.net/ferry and click "Ferry Replacement Project."

Glostén delivers ferry specifics to Board

The Board of Commissioners heard updates on the process to design a new Guemes Ferry from design consultant Glostén at a special presentation Nov. 21.

Glostén discussed in detail the concept design report and preliminary cost estimates for five separate propulsion system options. At the Dec. 1 Ferry Committee/Public Works meeting, Glostén presented this information to interested committee members and roughly 30 attendees from the public.

Glostén calculated the propulsion system capital costs (including shore-side infrastructure) for all five propulsion options, and applied a preliminary weighted scoring system to each to assist the County in selecting the most viable option. Weighting factors included air emissions, design/build complexity, reliability and more.

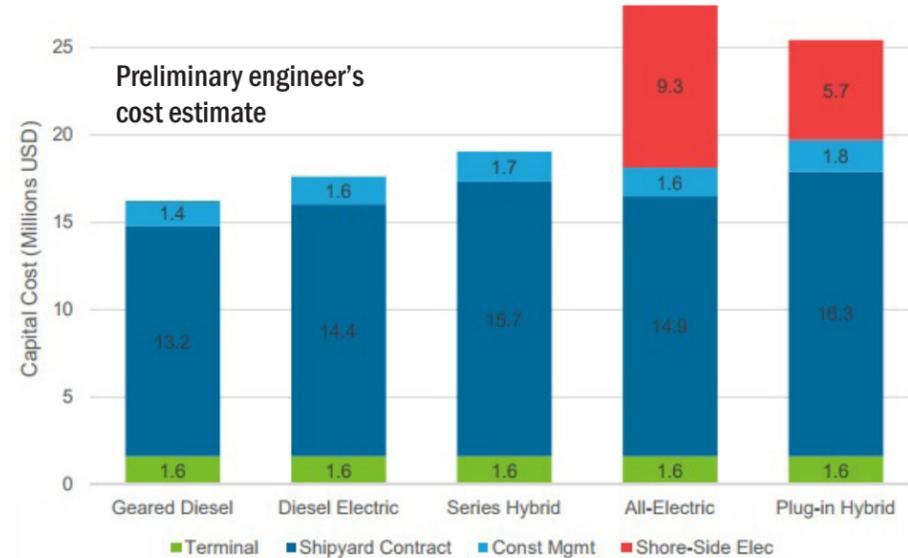
The study also found vessel capital costs to be similar regardless of pro-

pulsion type; additional costs come into play for shoreside infrastructure, fuel and/or electric costs, and mid-life repowering, whether to an engine or for battery replacement.

Applying a weighted scoring system to the cost of each propulsion system shows that all-electric has a higher initial capital cost but signifi-

cantly lower operating cost. A plug-in hybrid has similar operating costs but lower capital costs. And a geared diesel system has higher maintenance and operational costs.

Watch the entire presentation at <http://bit.ly/GlosténPresentNov21> or review presentation materials online at <http://bit.ly/GlosténNov21>.



Phase 2: Estimated Project Schedule

PROJECT TASKS	JAN.	FEB.	MARCH	APRIL
Preliminary design	[Task bar spanning all months]			
Public outreach		[Task bar spanning Feb, March, April]		
Add'l CRAB reporting		[Task bar spanning Feb, March]		
Vessel funding research	[Task bar spanning all months]			

Now what? Next steps after CRAB application

We're applying for up to \$10 million in funding from the County Ferry Capital Improvement Program, administered by the County Road Administration Board (CRAB). The application will be submitted by the December 31 deadline.

During the first three months of 2018, Glostén and Skagit County will present the Guemes Ferry Replacement Project to a technical advisory committee that will conduct our application review.

Once the review has been conducted, the committee will issue a written report to CRAB. At their spring meeting in April, CRAB may decide to act on our funding request; however, they could wait as late as the summer meeting, in July.

Submitting application materials to



CRAB for the new Guemes Ferry simply means that Skagit County believes it has a viable project that could be eligible for funding; it doesn't mean that any final decisions have been made. The concept design report, which represents 30 percent design completion, provides specifics to decision-makers at the state level.

No decisions have been made on a propulsion system; all five options are included in the application packet.

Once we submit the application, we will continue our search for other funding sources, begin work on preliminary design (once a propulsion system has been selected), and continue our public outreach efforts.

Public meeting

Join the Skagit County Board of Commissioners, Public Works and Glostén for a public meeting to discuss next steps AND learn about the ferry operations survey:

- ▶ January 25, 2018
- ▶ 5:30 p.m.
- ▶ Guemes Island Community Center

Will there be a ferry taxing district?

It's still unknown whether we will, if we legally can, or if we need to form a ferry taxing district to meet county contributions to receive the maximum amount of CRAB funding. This will continue to be a discussion as we move forward with our funding request to CRAB.

We are asking for the CRAB board's discretion in how we generate these funds. We are also waiting for the Legislature to provide possible action on bills that define taxing districts and how they are formed.

We will keep this dialogue open with residents and ferry riders.