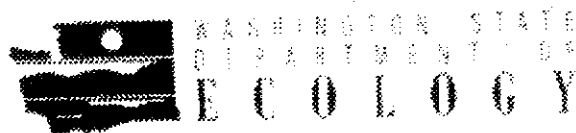


2005 Report to the Legislature

Progress on Watershed Planning and Setting Instream Flows





December 2005

Publication # 05-11-038

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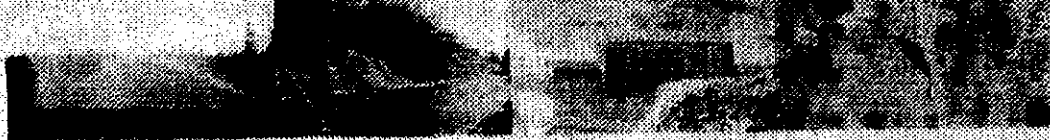
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2005 Report to the Legislature

Progress on Watershed Planning and Setting Instream Flows





WASHINGTON STATE
DEPARTMENT OF
E C O L O G Y

December 2005

Publication # 05-11-038

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Instream Flow Status

The planning unit conducted an instream flow assessment, established a stream gauging network and collected data on seven streams of interest in the islands. Based on conclusions that most of these streams likely only provide food sources and/or shelter locations and little or no spawning activity, further instream flow work was discontinued by the planning unit. Ecology has done some preliminary instream flow analysis in support of processing pending surface water applications. Ecology is collecting more data and working with the applicants and planning unit to refine stream flow recommendations and identify ways to meet out-of-stream water needs.

Plan Web site: <http://www.co.san-juan.wn.us/health/ehs.asp>

WRIA 3/WRIA 4 - Lower Skagit-Samish/Upper Skagit

Watershed Planning Phase: The planning process was terminated. A draft watershed plan was completed for the Samish Basin in December 2004, but was not finalized or voted on by the Planning Unit.

Optional Elements: Instream Flows

Watershed Planning Grant funds awarded/spent through June 2005: \$1,038,554

Instream Flow Progress

Watershed planning and instream flow efforts focused on the Samish sub-basin of WRIA 3. While the planning unit was able to complete a considerable amount of work on instream flow

recommendations for the Samish sub-basin, it was unable to reach consensus and no final plan was approved. As a result, Ecology proceeded with rule-making to establish flows. In consultation with the Washington State Department of Fish and Wildlife, the tribes, and using the technical work completed by the planning unit, Ecology developed recommendations for instream flows and closures. In 2004 Ecology drafted rule language, and established instream flow levels and associated policies to guide the protection and management of surface and groundwater resources in the sub-watershed. The draft language also created a reservation of water for domestic use. Ecology consulted with the tribes, local governments, other state agencies, and conducted a public open house, with the intent of proposing a rule in early 2005. A pending lawsuit and subsequent negotiations on the adjacent Skagit instream flow rule proposal caused work to be delayed in the Samish, until resolution is reached on the Skagit project. Subsequently, a revised Skagit rule amendment was proposed in October 2005. Adoption is expected in April, 2006. Ecology's intention is to propose the Samish rule when the work in the Skagit is completed.

WRIA 4 Upper Skagit

Not working under 2514 Watershed Planning

Instream Flow Progress

Ecology adopted an Instream Resources Protection Program (chapter 173-503 WAC) in 2001. In response to a lawsuit, Ecology proposed an amendment to that rule in 2005, to set aside some water for future out-of-stream uses. That proposed amendment was withdrawn, and a second amendment proposed (Amendment to WAC 173-503 Instream Resources Protection Program - Lower and Upper Skagit Water Resources Inventory Area (WRIA 3 and 4)) on October 31, 2005.

San Juan Islands Route Map

Page 1 of 1

Washington State
Department of Transportation

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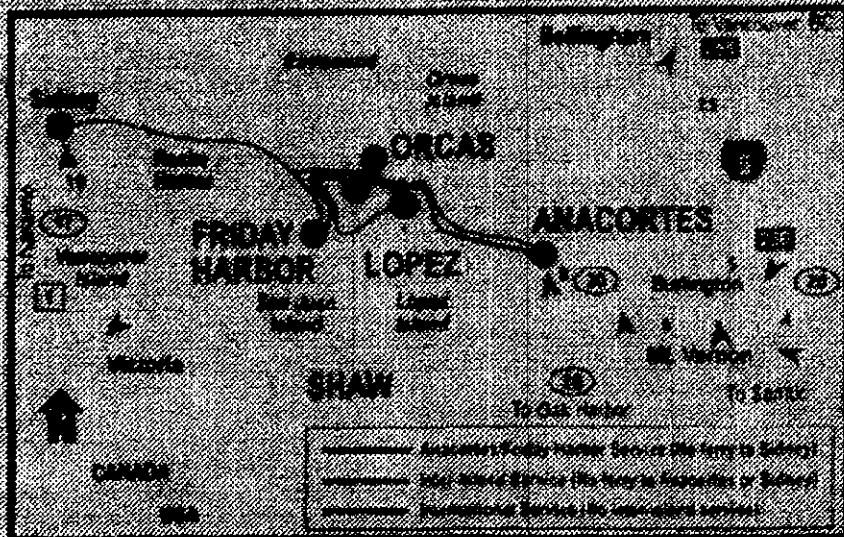
Select a Route Schedule



San Juan Islands Route Map

Anacortes / San Juan Islands Route Map

Click on a route to see its schedule



MOST REQUESTED

- 2006 Fare Proposal
- Reservations to Skagit B.C.
- Traveling to Victoria
- WSF Security
- Visitors Center
- Fares
- Route Maps
- Find Terminals
- Ferry Cameras



CUSTOMER HELP DESK

- Fares
- Route Maps
- Find your Terminal
- Customer Feedback Form
- FAQ

WSF ACCOUNT

WSF Terminals related to Route Map

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WSF Account Log-In:

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(Click for directions, parking, wait times...)

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Sidney B.C.

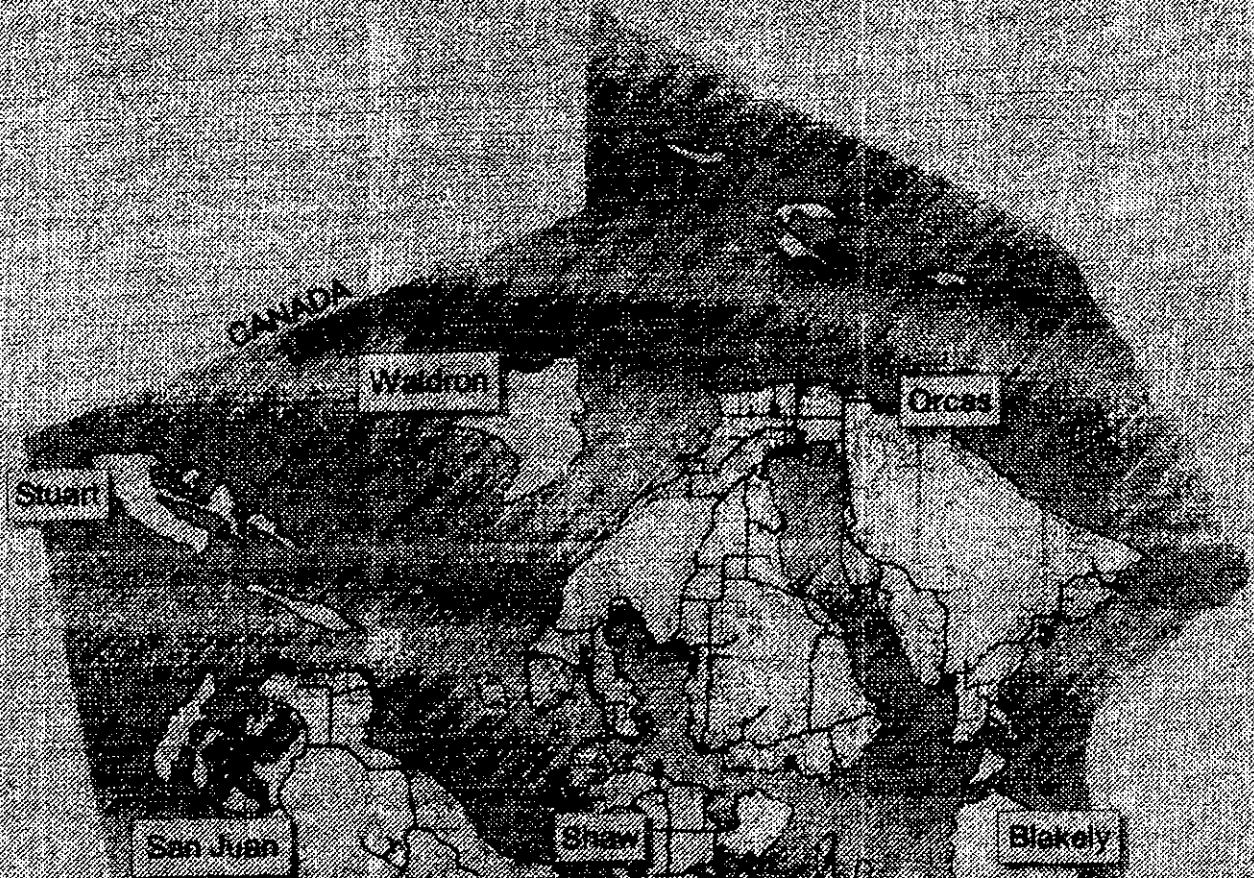
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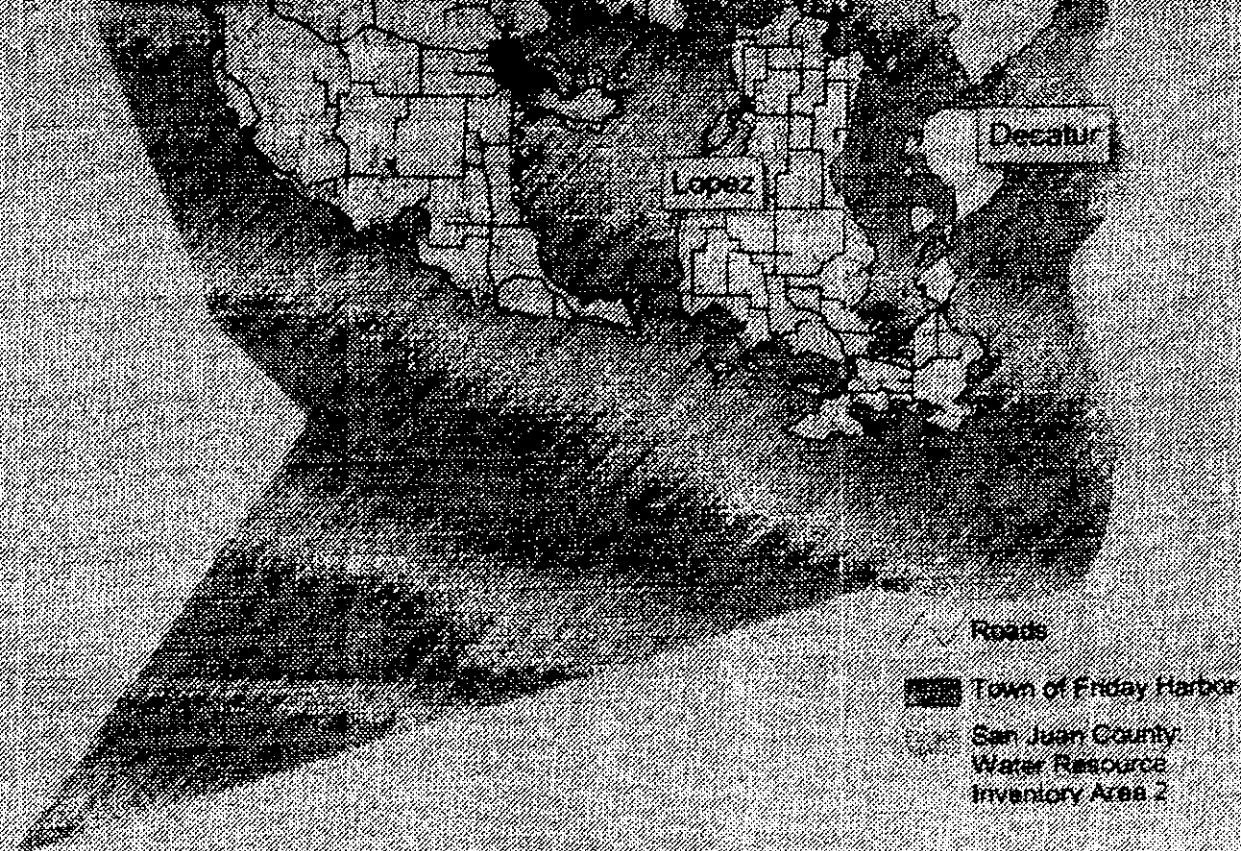
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http://www.wsdot.wa.gov/ferrries/info_desk/route-maps/index.cfm?region_id=1&&rm_route_abbrev=an...

5/22/2006





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Taking its Toll:

ABOUT THE AUTHORS

Robert Anderson is an environmental researcher for Climate Solutions, and has written extensively on ecological sustainability issues for Northwest and national public issue. Cheryl Pugh is a Eugene, Oregon based public informationist, planning consultant and author of *Water: The Biggest Threat to Joint Control of Urban Growth and Shared Your Community*. New Society Publishers, 1993.

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We thank our reviewers:



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Special thanks to Judy McVittie and Bill Elder who generously shared their knowledge and information with us for the infrastructure & taxes section of this report.



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thin, are stripped and compacted.

Underlying glacial till is exposed. In the place of absorbent vegetation and soft soils come a profusion of hard surfaces — roads and bridges, parking lots, driveways and roofs — off of which rainfall slushes almost immediately.

The loss of the forest effectively doubles rainfall because the huge evapo-transpiration engine is gone. Furthermore, the watershed is fundamentally altered to bring water flows to the surface. Pavement seals the ground thus removing the last vestige of storage that was provided by the forest floor. Runoff is speedier and more intense.

changes, a forest converted to a Northwest suburb typically stores around 90% less water.¹⁰⁸

Puget Sound receives around 40 inches of rainfall each year. While surface runoff from a forest is near nil, the annual total from a typical suburban subdivision is 9 inches. Runoff from the top few inches of ground, 68% greater in a subdivision than a forest, adds another 12 inches. The typical commercial development flushes out 29 inches of surface runoff each year, and another 2-3 inches near the surface.¹⁰⁹

With reduced storage, water that might have gracefully seeped to streams over months instead arrives

deeper and wider, sluicing away pools and other salmon habitat. And there's a double whammy. Since water flows out instead of recharging groundwater, it is no longer available to fill those larger channels during the summer dry spell. That sets up salmon-killing conditions. For salmon one year of dry streambed is not a statistical blip but an extinction threat.

After urbanization, runoff is changed in character. Almost half of cars on the road leak oil and other hazardous fluids onto pavement.¹¹¹ The natural filtration system offered by plants and soils reduced or eliminated, auto drippings wash directly into streams along with lawn herbi-

The runoff from a one-acre meadow during and after a one-inch rainstorm would fill a standard 8 x 10 office to a depth of 2'8". If the meadow were paved, the runoff from the rainstorm would fill nearly six entire offices from floor to ceiling," notes the Department of Natural Resources.¹⁰⁶

Where vegetation is replaced it is commonly as lawns, their shallow roots far less able to draw up soil moisture than trees. Since soils stay saturated longer, they act like impervious surface and cause runoff of 100% of rainfall. In the two feet beneath a lawn, the net effect can be 2-4 inches of storage capacity lost each year.¹⁰⁷ Because of all these

in hours. Two to five times more water rolls off during peak rainfall runoffs. Flow magnitudes generally run five to 10 times longer. Flows powerful enough to carry sediment and disturb habitat come 10 times more frequently. When water flow shifts predominantly to the surface, "sediment load can increase by many orders of magnitude" and become much more finely grained, Booth says.¹¹⁰ All this spells trouble for salmon.

Hydrological engineer Thomas Holz compares increased annual runoff and peak flows to a fire hose. Surging waters dig stream channels

cides and other chemicals toxic to fish. When impervious surfaces cover more than 50% of a watershed, pollution concentrations rise rapidly and can become a serious concern.¹¹²

Based on Washington State Department of Transportation estimates, the capital and operating expenses required to handle roadway runoff costs Puget Sound residents \$46-115 million annually.¹¹³

lakes through the Puget Sound sub-urban areas typically accounts for 60% of impervious cover.¹³¹ And runoff from roads and parking lots is far more toxic.¹³²

"... large-lot subdivisions increase imperviousness by 10 to 50% compared to cluster and traditional town developments with the same number of households, and that they deliver up to three times more sediment into roadways."¹³³

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72 personal communication

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88 Puget Sound Air Pollution Control Authority estimates.

89 Jim Kerstetter, 34% of world CO₂ transportation emissions from U.S., Benfield, p52; 28% of total world CO₂ emissions from transportation, Washington State University Energy Extension.

90 Benfield, p51-2.

91 **Report on Reducing Oregon's Greenhouse Gas Emissions**, Oregon Department of Energy, June 30, 1995.

92 **1998 Regional Review**, p62, graph.

93 personal communication, Naydene Mayhuf.

94 *Seattle Post-Intelligencer*, "Smog blots mountain's pristine reputation," July 17, 1999, pA1.

95 *Seattle Post-Intelligencer*, April 22,

101 Booth, Derek B; "Are Wild Salmon Runs Sustainable in Rehabilitated Urban Streams," **Salmon in the City** 1998 conference proceedings, p

102 Bolton, Susan; & Watts, Anne, "Results from Forest Hydrology Studies: Is There a Lesson for Urban Planners?," **Salmon in the City** 1998 conference proceedings, p50.

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104 Bolton, p51.

105 Booth, p43.

106 **Our Changing Nature**, p39.

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108 Horner, Richard R.; & May, Christopher W. "Watershed

78 *The Effects of the Current Transportation Finance Structure*, p54.

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80 Benfield, p55-6.

81 *Seattle Post-Intelligencer*, "Puget Sound area in risk of violating EPA pollution laws," April 22, 1999, pA1.

82 *ibid.*

83 *ibid.*

84 Benfield, p48-9.

85 Ferries, tugboats and railroad engines also burn diesel.

86 Washington Carbon Emissions by Energy Sectors, chart by Washington State University Energy Extension, Olympia, WA.

87 *ibid.*; Carbon Emissions from WA Transportation 1995 (by fuel sources).

1999.

96 Nathstein, Greg et al; *An Evaluation of Public Willingness to Pay for Improvements in Visibility and Air Quality in the Pacific Northwest*, University of Washington Department of Environmental Health.

97 Fresh, Kurt L.; "Taking Stock: Anadromous Salmonids and Their Habitats in the Puget Sound Basin," *Salmon in the City* 1998 conference proceedings, p3.

98 personal communication, Darek Booth.

99 Local Government Fiscal Assessment, Department of Community Trade and Economic Development, *Draft Statewide Strategy to Recover Salmon*, 1999.

100 personal communication.

Christopher W.; "Urbanization and the Decline of Salmon in Puget Sound Streams," *Salmon in the City* 1998 conference proceedings, p21.

109 Beyerlein, p45, chart.

110 Booth, p41.

111 *The Costs of Transportation*, p25.

112 Horner, p35.

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114 Benfield, p81; Horner, p20.

115 *Our Changing Nature*, p39.

116 Benfield, p81-2.

117 James Karr, personal communication.

118 Benfield, p82.

119 Horner, p33, graph.

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Barbara C. Rudge

Professional experience

Feb 2001 - Nov 2005 Port of Seattle

- Senior Aviation Planner - Land Use - negotiator and project manager for land use agreements and variety of studies and projects.

Feb 2000 - Jan 2001 City of SeaTac

- Associate Planner - Long Range Planning: Comprehensive Plan Amendment process, develop Concurrency Management System & Accessory Dwelling Unit Code, presentations to Planning Commission and City Council, organize community meetings, research.

March 1998 - Dec 1999 Cascade Columbia Alliance, Seattle, WA

- Land Use planner- SEPA review, pipeline development application review; research & data collection; reports; public hearings; organize public meetings; presentations

testify at hearings, organize public information to government boards, organizations, and editorial boards; produce and narrate movie for public education.

1995 -1996 Friends of Skagit County, Mount Vernon, WA

- Planner /Coordinator - Technical analysis of all aspects of the Comprehensive Plan, represent organization to media, at hearings, on advisory committees, community presentations, prepare data and reports.

1987 - 1995 Planning Consultant, Anacortes, WA

- Consultant to Citizen groups and individuals for land use applications, appeals, road improvements, water line extensions, SEPA analysis, code interpretation, Boundary Review Board and Hearing Examiner hearings.

1975-1979 ECTO Associates, Los Gatos, CA

- Land Use Planner - Environmental Impact Reports for residential / commercial development. Capital Facilities Analysis

1970-1975 Center for Environmental Design, Fremont, CA

- Land Use Planner

Education

1966 - 1970 University of California, Davis,
CA BA. Political Science / Environmental
Design

H-19

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GERALD STEEL, PE

ATTORNEY-AT-LAW

2545 NE 95th STREET
SEATTLE, WA 98115
Tel/fax (206) 529-8373

June 19, 2005

Skagit County Commissioners
1800 Continental Place, Ste. 100
Mt. Vernon, WA 98273

RE: Please Stay the Course - Address Ferry Service Hours in the Subarea Plan Process

Dear Commissioners:

I write this letter on behalf of Friends of Guemes Island ("Friends"). Friends urges that the BOCC not consider expanding the hours of ferry service to Guemes Island at this time. This is a critical issue to residents of Guemes Island. This issue can best be addressed by the

Expanding hours of ferry service to Guemes Island will likely increase the growth rate on the Island and result in significant adverse impacts to the sole source aquifer and rural character. Under the provisions of the State Environmental Policy Act ("SEPA"), expanding hours of ferry service will require preparation of an Environmental Impact Statement ("EIS").

Skagit County is already committed to preparation of a community Subarea Plan for Guemes Island.

Skagit County shall prepare a community plan for . . .

- (e) Guemes Island. The community plan for Guemes Island shall address rural commercial uses and locations, sole-source aquifer issues, shoreline environs, ferry service, open space and natural resource lands, and provisions for maintaining rural character and lifestyles.

Comprehensive Plan Policy 4A-7.15 (emphasis supplied).

Skagit County Commissioners

June 19, 2005

Page 2

The Guemes Subarea Plan will require an EIS that must specifically address ferry service. The BOCC should not independently analyze expanding hours of ferry service, but instead should review this issue and its impacts as part of the Guemes Subarea Planning process which will include an EIS for the Guemes Subarea Plan.

Attachment A to this letter is a copy of Resolution No. R20030037 that initiated Subarea Planning for Guemes Island. Attachment B to this letter is copy of Resolution No. 20050025 that established the work program for the Subarea Plan. This Resolution authorizes the Guemes Advisory Committee to prepare the draft Subarea Plan for Guemes Island. The Guemes Advisory Committee is required at page 5 of the work program, to address ferry service issues, in cooperation with the ferry committee. The Subarea Plan will, at the same time, address aquifer issues (page 5) and rural character issues (page 4).

Friends requests that the BOCC stay the course that it set earlier this year with the adoption of the work program for the Guemes Subarea Plan and allow the issue of expanding hours of ferry service to continue to be addressed by the Subarea Planning process and by the EIS for the Subarea Plan. This will allow coordination with the ferry committee, and will allow the broadest level of review by the public, staff, and planning commission before the BOCC makes a decision on this issue that is critical to Friends of Guemes Island. Please stay the course and allow the Guemes Subarea Planning process to resolve the issue of expanding

hours of ferry service.

Respectfully,

Gerald Steel

Gerald Steel, PE

Attorney for Friends

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SKAGIT COUNTY
Resolution # R20030037

Resolution No. Page 1 of 3

**Recognizing the Guemes Island Planning Advisory Committee
as the Community-based Representative for Purposes of Obtaining Funds and
Initiating a Subarea Plan for Guemes Island**

Whereas, subarea planning may be considered under the provisions of the Growth Management Act provided the subarea plan is consistent with the locally adopted comprehensive plan (RCW 36.70A.080); and

Whereas, Skagit County Countywide Planning Policies support subarea planning as an approach to addressing homogenous natural features and communities in Skagit County; and

Whereas, Skagit County adopted its Growth Management Act required comprehensive plan in 1997; and

Whereas, the Skagit County Comprehensive Plan is based on a community planning process that is designed to strengthen communities at three geographic levels: countywide, subarea and joint. Subarea plans are detailed land use plans for smaller geographically areas, typically watersheds and/or islands. Community subarea plans coordinate and provide for consistency with the Comprehensive Plan at a scale and level of detail than can not be attained under the broad guidelines of a comprehensive plan because of the diversity in the character of various parts of the County. In some cases, the

Comprehensive Plan policies may not specifically address issues confronting individual communities. The Comprehensive Plan serves as an "umbrella" document and provides a foundation for which community subarea plans are developed. Community subarea plans implement and enhance the Comprehensive Plan; and

Whereas, the purpose of the community subarea planning process is to enhance community values and identify and assure sensible growth and development. Community subarea plans result from partnerships that unite the County and citizens of a planning area. A community subarea plan puts into action the general policies of the Comprehensive Plan. Community subarea plans address issues at the local level that are not in a general comprehensive plan. Patterns of land use, protection of unique resources, design, traffic circulation, and services expressed within a community subarea plan are a function of local economic, social, physical health, safety and welfare issues of the people who live and work within the community planning area. Compatibility and consistency with surrounding land uses are also considered as part of a community subarea plan. Community subarea plans focus on enhancing individual communities in a manner that benefits the entire county. Citizens decide what they want to nurture and what they want to change at a level that they are knowledgeable about and comfortable relating to; and

Attachment A

Whereas, the Skagit County Comprehensive Plan, Community Development Plans Element (Chapter 14), provides a process for initiating the development of community subarea plans, and one such method is that communities may petition the Board of County Commissioners to initiate the community planning process; and

Whereas, the Guemes Island Planning Advisory Committee (GIPAC) was elected by the residents and property owners of Guemes Island for the purpose of preparing a subarea plan; and

Whereas, on June 28, 2002, the members of GIPAC unanimously voted to submit a petition to Skagit County proposing that the Board of County Commissioners authorize GIPAC to prepare a subarea plan for Guemes Island in accordance with the Skagit County Comprehensive Plan and the Growth Management Act; and

Whereas, on July 9, 2002, GIPAC submitted the Guemes Island subarea petition to the Board of County Commissioners; and

Whereas, the Guemes Island subarea petition addresses those submittal requirements as specified in the Comprehensive Plan (Policy 14A-1.1(a)(i)(1-7)); and

Whereas, on September 3, 2002, GIPAC appeared before the Board of County Commissioners to present and discuss the petition for proposing a Guemes Island subarea plan; and

Whereas, GIPAC's Guemes Island subarea plan petition demonstrates evidence of

community support in accordance with Comprehensive Plan Policy 14A-1.2(c); and

Whereas, GIPAC seeks Skagit County recognition as the Guemes Island community-based representative for purposes of enhancing GIPACs standing when applying for public and/or private funding for the development of the Guemes Island subarea plan; and

Whereas, the Board of County Commissioners acknowledges that creating public/private partnerships for community-based planning is in the County's and community's best interest.

Now, Therefore Be it Resolved, that the Board of County Commissioners hereby recognizes the Guemes Island Planning Advisory Committee as the community-based representative for purposes of seeking planning funds and initiating a subarea plan for Guemes Island; *provided that*, once financial commitments are obtained for doing a Guemes Island subarea plan that a scope of work and timeline will be reviewed and approved by the Board of County Commissioners before proceeding with further work on the Guemes Island subarea plan.

WITNESS OUR HANDS AND THE OFFICIAL SEAL OF OUR OFFICE this
10th day of January, 2003.



BOARD OF COUNTY
COMMISSIONERS
SKAGIT COUNTY, WASHINGTON

Kenneth A. Dahlistedt
Kenneth A. Dahlistedt, Chairman

Ted W. Anderson
Ted W. Anderson, Commissioner

Don Munks
Don Munks, Commissioner

ATTEST:

Joanne Giesbrecht
Joanne Giesbrecht, Clerk of the Board

APPROVED AS TO FORM:



John R. Moffat, Chief Civil Deputy
Skagit County Prosecutor's Office

APPROVED AS TO CONTENT:



Gary R. Christensen, Interim Director
Planning and Permit Center

Resolution for GIPAC subarea plan

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Resolution No. _____

APPROVING A WORK PLAN FOR THE GUEMES ISLAND SUBAREA PLAN

WHEREAS, the Skagit County Board of Commissioners adopted Resolution R20030037 on February 10, 2003 recognizing the Guemes Island Planning Advisory Committee (GIPAC) as the community-based representative for purposes of obtaining funds and initiating a Subarea Plan for Guemes Island; and

WHEREAS, GIPAC adopted a work program April 23, 2004 and attached as Exhibit A; and

WHEREAS, GIPAC Chair Joost Businger appeared before the Board of County Commissioners on November 15, 2004 to request endorsement of the work program; and

WHEREAS, the work plan has been reviewed and approved by legal staff.

NOW, THEREFORE BE IT RESOLVED, that the Board of County Commissioners hereby approves the work plan in Exhibit A as the Work Plan for the Guemes Island Subarea Plan.



Attachment B

Resolution for Guemes Island Work Program

Page 1

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WITNESS OUR HANDS AND THE OFFICIAL SEAL OF OUR OFFICE
this 24th day of January, 2005.

BOARD OF COUNTY
COMMISSIONERS
SKAGIT COUNTY, WASHINGTON

Don Munks

Don Munks, Chairman

Kenneth A. Dahlstedt

Kenneth A. Dahlstedt, Commissioner

Ted W. Anderson

Ted W. Anderson, Commissioner

ATTEST:

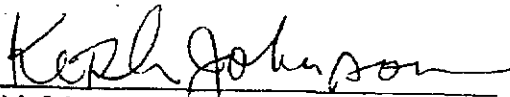
Joanne Giesbrecht
Joanne Giesbrecht, Clerk of the Board

APPROVED AS TO FORM:



Don L. Anderson, Chief Civil Deputy
Skagit County Prosecutor's Office

APPROVED AS TO CONTENT:



Kirk Johnson, Senior Planner
Planning and Development Services

Resolution for Guemes Island Work Program

SKAGIT COUNTY
Resolution # R20050025

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EXHIBIT A

**Guemes Island Subarea Plan
Work Program
4/23/04**

Task 1 – Current Activity

- ✓ 1. Complete and distribute community survey, covering planning issues listed in Attachment 1.
 - A. Compute survey responses and prepare report on findings.
 - B. Prepare vision statement based on survey results.
 - Continue to identify sources of funds sufficient to support the planning process.
 - ✓ A. Apply for CZM grant
 - ✓ B. Upon approval of CZM grant or other funding, prepare a Request for Proposals (RFP) for Professional Planning Service, as outlined in Attachment 2.
- 3. Identify other methods of public involvement
 - ✓ A. Post GIPAC meeting minutes
 - ✓ B. Provide access to GIPAC meetings
 - C. Inform stakeholders (See list of stakeholders, Attachment 3)
- ✓ 4. Submit work program for approval by the Board of County Commissioners.
- ✓ 5. Arrange for a project for Guemes Island including a visual survey by Huxley College of Western Washington University.
- ✓ 6. Hold public meetings for visual survey and on community survey results.

- ✓b. Hold public meetings for visual survey, and on community survey results, vision statement, and visual survey results.

Task 2 – Information Collection (Inventory)

1. Acquire and analyze literature, existing studies and reports, and pertinent planning information on:

- A. items critical to Guemes Island, and
- B. GMA mandatory elements

(Note: GMA mandatory elements are land use, housing, capital facilities, utilities, rural and transportation.

2. Describe the following elements of the natural and built environment:

- Land Use, map and statistical data
- Lot sizes and ownership patterns (for consolidation needs)
- Housing and Demographics
- Capital Facilities and Services, Utilities, Solid Waste, need and locational requirements
- Rural Uses, Agriculture
- Transportation systems
- Critical Areas, including wetlands, steep slopes, shorelines, geologically hazardous areas, geologically sensitive areas, aquifer recharge areas.
- Soils and geology; suitability for development

SKAGIT COUNTY
Resolution # R20050025

Page 3 of 8

- Drainage
- Noise & light pollution control
- Commercial Activity
 - Rural commercial uses
 - Home-based businesses
- Parks & recreation, open space
- Marine and upland water quality
- Fish and wildlife habitat
- Aesthetics, Outdoor storage

3. Summarize

- A. Analyze and synthesize inventory information
- B. Develop Community Profile
- C. Identify land use opportunities and constraints

Task 3 - Draft Subarea Plan

1. Develop preliminary goals, objectives and supporting statements for each mandatory plan element and other issues important to Guemes Island, to reflect community values, inventory analysis, and the County Comprehensive Plan (CCP 14A-3.1)

2. Public Meeting on preliminary draft of goals and objectives

3. Prepare policies on finalized goals and objectives, and recommendations on the following (CCP 14A-2.3):

A. Land Use

- Identify locations for residential, capital facilities, recreation, and other uses that maintain rural character and lifestyles
- Identify features and characteristics to be retained, developed, preserved, enhanced, or corrected (CCP 14A-2.1 & 14A-3.1)
- Identify the desired community development and design characteristics compatible with the community vision, rural character and lifestyles.

B. Zoning

- Determine zoning holding capacity
- Relate existing lots to zoning
- Impact of existing lots and current aggregation policies on holding capacity
- Evaluate lot sizes for consolidation needs
- Relate holding capacity of zoning to goals and objectives

C. Housing

D. Noise & light pollution control

Draft Guemes Island Plan Work Program
1/23/03

SKAGIT COUNTY
Resolution # R20050025

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E. Commercial Activity
Rural commercial uses
Home-based businesses

F. Capital Facilities and Services
Consult with appropriate agencies to determine need, location
requirements, availability and cost
List/prioritize capital improvement needs
Financing Capital Facilities and Services
Relate to GMA Concurrency Requirements

G. Transportation

- Speed limits
- Road widths
- Roadside maintenance
- Corridor protection/enhancements
- Impacts to private roads by construction
- Trails
- Ferry, in cooperation with ferry committee
- Other, as indicated by community survey

H. Parks & recreation, open spaces (vistas)

- Protection/restoration of open spaces,
- Identify approaches to preserving open spaces in the development

- process
- Review County Agriculture plan as it relates to open spaces
- I. Aquifer
 - Describe the condition of the aquifer from available information.
 - Evaluate impacts of extended drought (2 or more consecutive years, needed for GMA concurrency and SEPA).
 - Analyze the potential impacts of pollutants, including wastewater, on groundwater quality.
 - Identify ways to conserve water supplies.
 - Identify approaches to protecting the quality and quantity of groundwater.
 - Provide recommendations on continuance of Seawater Intrusion Policy.
- J. Critical Areas
 - Develop any additional policies needed to protect wetlands, steep slopes, shorelines, woodlands, other critical areas.
 - Address signing public shoreline access.
- 4. Prepare Land use alternatives (including no-action alternative)
 - A. Include environmental impacts
 - B. Address the County Comprehensive Plan update per RCW 36.70A.130.

Draft Guemes Island Plan Work Program
1/23/03

SKAGIT COUNTY
Resolution # R20050025

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- C. Address subarea plan GMA amendments to Rural Element per RCW 36.70A.070(5).
- D. Address Comprehensive Rural Land Use Element [Chapter 4, Rural Area Policy 4A-7.15(c)].
- E. Hold community meeting(s) on alternative land use plans
- F. Identify preferred land use
- 5. Develop policies for other issues:
 - A. Determine role of GIPAC in review of future development proposals.
 - B. Identify year of next update (at least once every seven years)
- 6. Prepare SEPA documents

Task 4 – Community Involvement

- 1. Initiate community involvement in the plan process according to CCP14A-2.4
 - A. Take the following steps when issuing the draft plan and SEPA checklist:
 - Publish notice that the preliminary subarea plan and SEPA checklist are available for public review and comment.
 - Circulate the plan to stakeholders.
 - Conduct a community meeting on all documents.
 - Revise draft plan and checklist.
 - County issues SEPA Determination on whether plan creates significant environmental impacts.

Task 5 – County Review of Proposed Subarea Plan

1. Planning Commission
 - A. Conducts public hearing, consider public comment
Forwards recommendation to the Board of County Commissioners.
 - B. County Commissioners
 - Reviews Planning Commission recommendation
 - Adopts, rejects, or remands to the Planning Commission for further consideration.

Task 6– Implementation

1. Draft implementing regulations based on policies.

* * *

Attachments

Attachment 1: Community Survey

- a. Prepare a survey to gather public views on range of planning

Draft Guemes Island Plan Work Program
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issues including the following topics:

- attitudes toward growth
- density issues
- desirable neighborhood characteristics
- transportation preferences
- capital facility/service improvements
- protection of critical areas
- financing facility and service needs
- general demographics & land ownership characteristics
- other?

b. Distribute survey by mail

Attachment 2: Request for Proposals (RFP)

A Request for Proposals (RFP) for Professional Planning Services
would include the following tasks, unless already completed by GIPAC:

- Prepare a community survey or other mechanisms to involve the community in the update process and gather public opinion
- Compile survey results and report findings to GIPAC, the community, and the County
- Assemble and analyze planning data and physical features, including items in Task 2
- Develop & analyze alternative growth scenarios that protect natural resources, rural character, and critical areas (CCP14A-4.1)

- Draft supporting information for the goals, objectives and policies of all elements
- Provide GIPAC with policy guidance in preparing the plan update
- Prepare programmatic SEPA compliance documents (checklist or SEIS to the County Comprehensive Plan EIS).

Attachment 3: Stakeholders

The following is a preliminary list of key stakeholders who have been informed that the subarea plan is being prepared, and were asked for input regarding their area of interest:

- Guemes Island Property Owners Association
- Guemes Island Community Center Association
- Guemes Island Ferry Committee
- Evergreen Islands
- Anacortes School District
- Skagit County Fire District No.17

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SKAGIT COUNTY
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- Skagit County Parks and Recreation
 - Skagit County Public Works
 - Skagit County Health
 - Skagit County Emergency Management
 - Skagit County Housing Authority
 - Skagit County Public Utility District
 - Skagit County Sheriff
 - Other agencies with jurisdiction
 - Washington State Department of Ecology
 - Washington State Office of Community Development
 - Washington State Department of Natural Resources
 - Washington State Department of Fish and Wildlife
 - Water/utility purveyors
 - Interested individuals
 - Affected Tribes
-

Draft Guemes Island Plan Work Program
1/23/03

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FRIENDS OF GUEMES ISLAND

MISSION STATEMENT

Friends of Guemes Island is open to all persons for the purpose of supporting the preservation of the rural character of the island, its sense of community, a sustainable lifestyle, and the planning for change in open and approved processes.

BOARD OF DIRECTORS

Gary Davis
President

Robert Easton
Treasurer

David Wertheimer
Secretary

Dean Genandt

April 22, 2006

The Honorable Don Munks, Commissioner
Skagit County
1800 Continental Place, Suite 100
Mount Vernon, WA 98273

Dear Commissioner Munks:

Thank you for taking the time to meet with the Board of Directors of Friends of Guemes Island on March 24, 2006. We appreciate the time you took to hear our concerns about the way in which Skagit County is proceeding related to changes in the Guemes Island Ferry Schedule.

At this meeting, we urged you to take the following steps prior to considering any expansion of the weeknight ferry to Guemes Island:

1. Pass a motion or resolution requesting feedback from the Regional Transportation Planning Organization (RPTO) regarding any proposed changes to the

7885 Guemes Island Road,
Number 16, Anacortes, WA 98221
www.friendsofguemesisland.org

2. Rely on the BOCC adopted Guemes Ferry Task Force Recommendation that level of service improvements be accomplished without expansion of hours of ferry service
3. Not consider action to change the ferry schedule day until the BOCC has heard from the Guemes Advisory Committee and until the BOCC has adopted the Guemes Subarea Plan.
4. Adopt a motion or resolution to establish a Roundtable Forum, composed of Public Works and the Guemes Island Ferry Committee, to develop scheduling options consistent with the adopted Task Force Recommendation and direct that this Roundtable Forum present these options to the Guemes Advisory Committee for review and refinement during the Subarea Planning process.

In addition, we provided you with the following information concerning the Guemes Island Ferry:

- A 2006 survey of registered voters on Guemes Island indicated that 75% of voters are opposed to expansion of the existing ferry schedule (289 to 95).
- Anacortes residents in the area around 6th Street have raised valid concerns about the impact of extended ferry operations on the quality of life in their neighborhood.
- Skagit County Department of Public Works data indicates ferry traffic has decreased since 2003, (10% for walk-on passengers, 20% for cars and drivers), demonstrating little need for expanded

Friends of Guemes Island to Commissioner Don Munks

April 1, 2006

Page Two

- ferry hours and no legitimate rider or fare-based funding source to cover the costs of expanded service hours.
- The Guemes Ferry operation remains financially inefficient. Whatcom County operates the Lummi Island ferry at half the cost of the Guemes operation, with a smaller crew and lower fares. It is the only comparable ferry operation in the region.
 - Adding \$300,000 in unfunded expenses to a current operating deficit of \$1,000,000 would be irresponsible stewardship of limited County resources.

During our conversation, you indicated that, as far as the Board of County Commissioners is concerned, the decision has been made to extend the weeknight ferry hours for a trial period of between six months and two years. Friends of Guemes Island believes that, in the context of the points raised above, this is an unfortunate and unwise decision.

We did appreciate that you said you would like the ferry to operate under a more responsible business model, that you indicated that the weeknight ferry hours would be extended for a trial period only, and that should the increased costs of this change not be covered in the same ratio of revenue to expense currently achieved during the existing operating hours, you would act to discontinue the extended weeknight runs. You also informed us that the new union contract for the ferry crew includes a clause to permit the rollback of extended ferry hours by Skagit County should the County decide to reverse

any decision to extend weeknight hours.

If the County moves forward with the extended hours, FGI will be monitoring the costs to the taxpayers of this change very closely, and we hope you will stick to your commitment to discontinue the extended hours should the ferry operate at a deficit proportionately higher than is currently being incurred with the existing ferry operation.

We certainly hope that the process for calculating the revenue and expense data will be completed in a reasonable and judicious manner, and will: 1) include only operating costs in the calculation of how much money extended ferry hours lose in comparison with the current hours, excluding the capital costs that have made the ferry appear particularly unprofitable over the past two years; and, 2) will not conduct the trial period only during summer months when ferry traffic is higher, thus skewing the results of any data analysis in favor of the limited months when the ferry is at peak utilization. We would welcome the opportunity to comment on the formula you recommend for calculating the costs of the extended ferry operations.

Again, thank you for your time. We had hoped to be able to convince you that extended weeknight ferry hours are not needed, are not desired by island residents and are fiscally imprudent.

Sincerely yours,

Gary Davis
FGI Board President

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GERALD STEEL, PE

ATTORNEY-AT-LAW

2545 NE 95th STREET

SEATTLE, WA 98115

Tel/fax (206) 529-8373

June 20, 2005

Skagit County Commissioners
1800 Continental Place, Suite 100
Mt. Vernon, WA 98273

RE: Please Stay the Course - Follow the Guemes Task Force Recommendations

Dear Commissioners:

I write this letter on behalf of Friends of Guemes Island ("Friends"). The adopted Guemes Task Force Recommendation directs that hours of ferry service not be expanded at this time. Friends urges that the BOCC rely on this adopted policy until this issue can be more fully addressed in the Guemes Subarea Planning process. This is a critical issue to residents of Guemes Island.

The BOCC has worked hard on setting a schedule policy with public support for the Guemes Island Ferry. Resolution R20040051 (Attachment 1 to this letter) describes how the BOCC, in March, 2003, first established the Guemes Island Ferry Schedule and Fare Task Force ("Task Force"). It also describes how the BOCC held a noticed public hearing in December, 2003 to hear public input and consider the Final Recommendations of the Task Force regarding ferry schedule policy. See Resolution R20030408 which is Attachment 1A to this letter. In February, 2004, the BOCC adopted the Guemes Task Force Final Recommendations by this Resolution.

Attachment 2 to this letter is a copy of the adopted Task Force Final Recommendations. Page 2 of these Recommendations further discusses the public process. The Task Force, representing a diverse cross-section of citizens, met 10 times between March and October, 2003, and "achieved general agreement on a balanced set of recommendations." In November, 2003, the Task Force held a well-advertized public meeting on Guemes Island to consider these draft recommendations. Following this public meeting, the Task Force met two more times to develop the Final Task Force Recommendations that were adopted by the BOCC.

After considering the diverse public input regarding the ferry schedule, the BOCC adopted the Task Force Recommendation to meet demand using **"the currently defined schedule day."** Attachment 2, page 2, first bullet.

Skagit County Commissioners

June 20, 2005

Page 2

Friends of Guemes Island requests that the BOCC continue to rely on this adopted Task Force Recommendation that the demand be met using "**the currently defined schedule day**," at least until the BOCC adopts the Guemes Subarea Plan. Friends of Guemes Island opposes extending ferry hours beyond the current schedule day because this action will increase the growth rate on Guemes and will have significant environmental impact on the Guemes sole source aquifer and rural character. All of these issues need to be studied together and addressed together in the Subarea Plan.

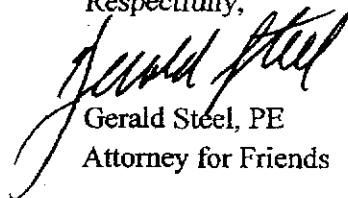
Attachment 3 to this letter is the latest Resolution setting policy for fares for the Guemes ferry.

Attachment 4 to this letter is a Resolution that establishes a Roundtable forum composed of Public Works and the Guemes Island Ferry Committee. Friends of Guemes Island supports the use of this Roundtable to implement the adopted Task Force Recommendations. Friends suggests that the Roundtable develop scheduling options as consistent as possible with the adopted Task Force Recommendations and submit these options to the Guemes Advisory Committee for review in the Subarea Planning Process. This will allow for a broad level of review on all ferry schedule issues by the public, staff, and planning commission before the BOCC makes a decision on these issues and adopts a Subarea Plan.

Friends of Guemes Island opposes expanding hours of ferry service at this time. This is a

Friends of Guemes Island opposes expanding hours of ferry service at this time. This is a critical issue to Friends of Guemes Island. Friends requests that the BOCC stay the course and keep the ferry operating within the currently defined schedule day. Please allow the Guemes Subarea Planning process to resolve the issue of expanding hours of ferry service. Thank you.

Respectfully,



Gerald Steel, PE
Attorney for Friends

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AMENDMENTS

PUBLIC INPUT AND AMENDMENTS TO THE PROPOSED SCHEDULE

PUBLIC INPUT

The following is a brief overview of the most frequently expressed comments related to schedule and fare recommendations.

New Schedule:

- Schedule should remain as is
- Proposal is too complicated with too many new sailings to keep track of
- More service should be added going off the Island in the morning
- Additional sailings and fixed sailing times were a good idea
- Schedule day should be extended past 6:00 PM Monday-Thursday

Fares and Fare Revenue Requirement:

- Concern about unknown impacts of future costs and how costs have been assigned to customers
- Lack of trust in management to manage in a cost effective way
- Frequent user categories are too complicated; the best price is going to the most frequent users

- Highest increases are going to the resident users
- Commercial and oversize fares should increase more
- Motorcycle users should get access to frequent user discounts

AMENDMENTS

The Task Force made several amendments to its original recommendations based on public comments and additional discussions. The following key changes were made:

- Revised the frequent user categories to simplify and address affordability issues
- Minor modifications to the schedule to address crew break requirements
- Shortened the summer peak season (May 1 - Labor Day)
- 20-minute service on Sunday in Summer start at 11:00 AM instead of 3:00 PM
- Changed the oversize fare pricing methodology
- Changed revenue requirement formula to use a three-year average for Motor Vehicle Fuel Tax



PROPOSAL PACKAGE

2004 Fare & Schedule Proposal Package

TASK FORCE RECOMMENDATIONS

The balance of this package presents the Final Recommendations of the Guemes Island Schedule and Fare Task Force. In addition to the specific schedule and fare recommendations, the Task Force recommends that the implementation issues be addressed as part of a newly chartered process called the Operations and Performance Roundtable. This will provide a mechanism whereby ferry customers, as represented by the Ferry Committee, will work with Skagit County Public Works on implementation and management issues.

1. New Schedule - Design schedule to meet changing needs of ferry

- A fixed schedule
- Facility improvements and procedural changes to support new schedule
- Staff crew to demand and different needs of Summer, Winter Schedule
- Other schedule policies - the end of the day and holidays

2. Fare Revenue Requirement - Balance taxpayer and ferry customer responsibility

- Adjustments to fare revenue target formula
- Phasing to meet goal

3. Structural Fare Changes - Define equity among customers

Vehicle Fares

- Standard fare
- Overlength - vehicles longer than standard
- Overwidth - vehicles wider than standard
- Other - Motorcycle, bicycle and stowage
- Frequent user discounts
- Summer surcharge

Passenger Fares

- Standard fare
- Youth fare
- Senior and disabled discount
- Frequent user discounts

4. 2004 Fare Proposal - Meet Phase I revenue needs of system

- Standard car and driver fare
- Standard passenger fare
- Fare table



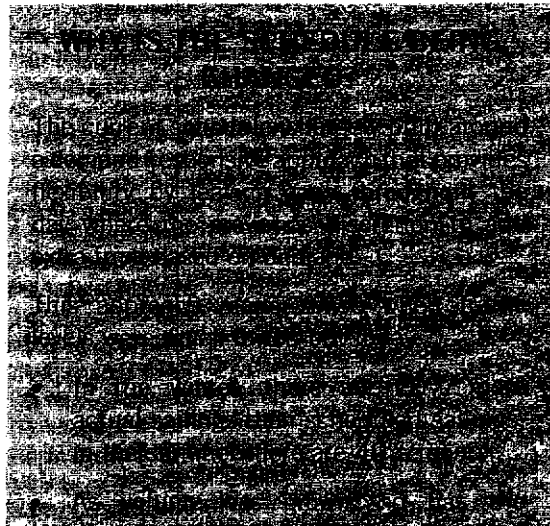
1. NEW SCHEDULE

Design schedule to meet changing needs of ferry

SCHEDULE PARAMETERS

As the Task Force considered ferry schedule issues and challenges, the following schedule parameters emerged:

- The schedule should be **designed to meet the demand** within the currently defined schedule day.
- **Match staffing with demand for service.** Where demand warrants, crew will be added to improve service. It is possible and required to operate a 20-minute schedule with a 4-person crew in high demand periods and a 30-minute schedule with a 3-person crew in lower demand periods (with revised cash handling/proof of purchase procedures).
- The mode of operation should change from a mix of scheduled and on-demand service to one based on **a fixed schedule**. This will improve management's ability to manage the service and staff appropriately,



provide predictability for customers and crew, and eliminate a source of tension between crew and customers by eliminating the need for the crew to determine when it is appropriate make "extra trips".

- **Most costs of operating the ferry during the regular schedule day are fixed.** The only additional cost of making an extra trip is the cost of fuel. In 2002, the average cost of fuel for a round trip was \$4.68. This is not enough of a savings to reserve the option of on-demand sailings.
- The **crew's breaks should be explicitly accounted for** in the schedule.
- **Provide the necessary supporting policies, procedures and facility improvements** to enable the crew to meet the 20-minute and 30-minute schedules without compromising safety or cash handling procedures.



Guemes Island Ferry

Schedule & Fare Policy Analysis Task Force

Final Task Force Recommendations

Page 5

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1. NEW SCHEDULE

Design schedule to meet changes in service

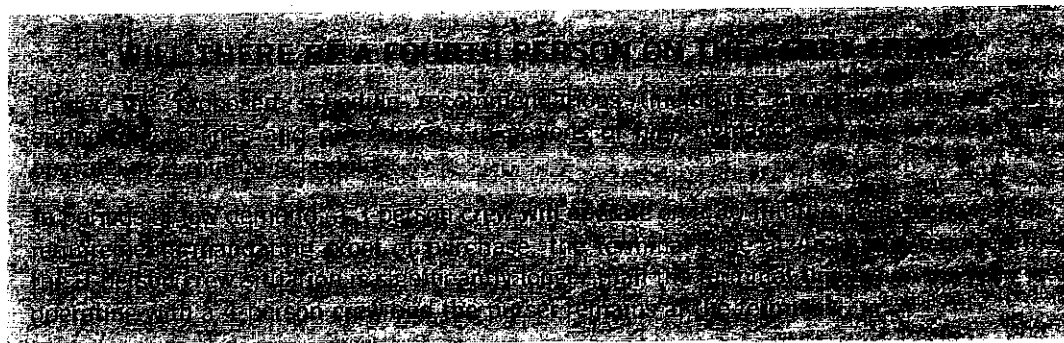
A FIXED SCHEDULE

The schedule should be developed to ensure maximum throughput (20-minute schedule) during the known peak travel periods and allow management to match staffing needs (3-person crew and 4-person crew) based on the schedule and demand requirements of the service. A fixed schedule meets the schedule parameters and improves customer service through schedule predictability.

SCHEDULE RECOMMENDATIONS

- Run on a **fixed schedule** and meet the schedule (at least 90% of trips on time, actual performance standards are to be addressed in the Roundtable process.)
 - **Provide 20-minute service** from 11:00 AM to 6:00 PM Monday-Thursday, 11:00 AM to 8:00 PM on Friday, Saturday and Sunday.
 - **Provide a sailing at 3:45 PM to coincide with the school bus on weekdays.**
 - **Schedule the fuel truck run on Tuesday mornings** as is the current practice. The 6:30 AM scheduled run from Anacortes will be restricted to fuel and propane trucks only. On the printed schedule, the restricted use of this scheduled trip will be made clear. Fuel vehicles will return to Anacortes on the return of the 11:45 AM scheduled run.

- **A winter schedule offers opportunities to provide reduced service in periods of low demand.** During the winter (off-peak) months, some of the 20-minute service is scaled back to 30-minute service on Saturday and Sunday to reflect lower demands.
- For both schedules, the only discretion for making extra trips during the day will be for a medical emergency.



1. NEW SCHEDULE

Design schedule to meet changing needs of ferry

SUPPORTING POLICIES & PROCEDURES

- To facilitate and expedite ticketing and loading, **restripe the dock** to allow for 2 staging lanes.
- To improve safety and reduce loading time, provide a barrier to **separate passengers from vehicles** so they can be loaded separately.
- Provide a **visual cue** (lights/clock) to **inform arriving customers as to the loading status** and likelihood of making the next sailing.
- A **"cut off" time for loading before each sailing** will be established by the Roundtable. Leaving on time is the priority and customers are encouraged to arrive early for their sailing.

OTHER RECOMMENDED SCHEDULE POLICES

WHY NOT EXTEND THE DAY?

The Roundtable did not discuss extending the day of the ferry service. While this was a topic that many discussed, the Roundtable did not reach a consensus.

1. **Cost:** Extending the day would require additional staff and resources. The Roundtable did not discuss the cost of extending the day.

2. **Island community:** The Roundtable did not discuss the impact of extending the day on the island community. Some members of the Roundtable expressed concern that extending the day would disrupt the community's schedule.

3. **Roundtable:** The Roundtable did not discuss the impact of extending the day on the Roundtable's schedule. Some members of the Roundtable expressed concern that extending the day would disrupt the Roundtable's schedule.

- **End of Schedule Day Policy:**

- Those in line in time for the last run of the schedule day, or for a special civic or school purpose trip, are guaranteed passage to Guemes Island.
- Passage to Guemes Island for a vehicle arriving after the last scheduled trip will be space contingent and provided if there is room on the vessel on the trip caused by an overload situation.

- **Holiday Schedules:**

- When the day before a holiday (New Year's Day, 4th of July, Thanksgiving or Christmas) falls on a Tuesday through Thursday, Ferry service will be provided on the Friday schedule - but stopping at 10 PM.
- When a holiday (see above) falls on a Monday through Thursday, Ferry service will be provided on the Sunday schedule.



Guemes Island Ferry

Schedule & Fare Policy Analysis Task Force

WHEN WILL WE SEE SOME OF THE CHANGES TO THE SCHEDULE?

The Task Force has been working on this for some time. We are currently in the process of reviewing the schedule and making changes. We will be able to provide more information on the changes in the future.

HOW WILL THE NEW SCHEDULE CHANGE THE SCHEDULE?

With the new schedule, we will be able to provide more frequent service. We will be able to provide more frequent service during the peak season. We will be able to provide more frequent service during the peak season. We will be able to provide more frequent service during the peak season.

Final Task Force Recommendations

Page 7

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Tax Money for Guemes Ferry Expansion!
inted: Saturday, May 20, 2006 7:42:12 AM
om: tellthem@taxbite.org (tellthem@taxbite.org)
: commissioners@co.skagit.wa.us

Page 1 of 1

Sent: 11/21/05 10:02 PM
Received: 11/21/05 10:02 PM

n Munks, Ted Anderson, Ken Dahlstedt, Skagit County Commissioners
al Martin, Director of Public Works

am concerned about the costs and impact on our taxes of expanding Guemes Island ferry
rvice. Our resources in Skagit County are limited. Expanding Guemes ferry service spends too
ch for the benefit of too few.

ease save our tax money for projects useful to the whole county, or better yet, let us keep

annah Lea, 18556 Chanterelle Lane, Mount Vernon, 98274

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Tax Money for Guemes Ferry Expansion!

Page 1 of 1

nted: Saturday, May 20, 2006 7:41:59 AM

From: tellthem@taxbite.org (tellthem@taxbite.org)

commissioners@co.skagit.wa.us

Sent: 02/21/06 10:42 PM

Received: 02/21/06 10:42 PM

1 Munks, Ted Anderson, Ken Dahlstedt, Skagit County Commissioners

11 Martin, Director of Public Works

am concerned about the costs and impact on our taxes of expanding Guemes Island ferry
service. Our resources in Skagit County are limited. Expanding Guemes ferry service spends too
much for the benefit of too few.

Please save our tax money for projects useful to the whole county, or better yet, let us keep

Frederick Salmon, 7337 Miller Rd. D 28 Anacortes (Guemes) Wa. 98221

, Please post my message onTaxBite!

0800

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Opposition to Extended Ferry Hours

Printed: Saturday, May 20, 2006 7:33:12 AM

From: comments@linetime.org (comments@linetime.org)

To: commissioners@co.skagit.wa.us

Sent: 05/18/06 09:29 PM

Received: 05/18/06 09:29 PM

On Munks, Ted Anderson, Ken Dahlstedt, Skagit County Commissioners
Paul Martin, Director of Public Works
Steve Cox, Ferry manager
Guemes Island Ferry Committee

I am writing to express my opposition to your decision to extend the Guemes Is. Ferry hours.
My family and I have been full time residents of Guemes for 8 years.

I am also a long-time employee of Skagit County. As such, I am expected to model fiscal responsibility and we examine all our expenditures to make sure that costs are necessary and that taxpayer dollars are being effectively and efficiently used. Thus, I do not understand your reasoning on this subject.

The vast majority of your constituents do not want extended hours. The ferry budget has already been in debt the last year and an extended ferry will add considerably to that debt. Island residents are already bearing the load of more than doubled rates. Anacortes residents near the ferry are unhappy with the idea of more traffic on weekday evenings outside their homes.

All this leaves me wondering who benefits from this plan. It is certainly not the majority of island residents nor the taxpayers of Skagit County.

Please re-consider your decision and vote to keep the current ferry schedule.

la. ou,
Mcelyn Palmer-Perry

Mcelyn Palmer-Perry, 5410 W. Shore Road, Anacortes, WA 98221

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Comments on any Guemes issue are welcome. To send comments to LineTime, just click on this link: LineTime.org Your email program will open with a new message already addressed to us.

Also please indicate if you wish us to post your comments on the web site. We will not edit any comments but do insist that all comments be signed.

While I expect the monetary "wealth" on Guemes to increase I see our community becoming much poorer.

"Digger" Tom Butler

To me this seems to be one half of an attempt by some county officials to destroy the community that exists and has existed for quite some time on Guemes. When I moved here in the early 80's most of my peers where, like myself, living a very marginal existence. We where able to find very affordable housing on Guemes because of the inconveniences caused by the ferry. I feel confident that is also a factor in why many people choose to retire here as well. It was certainly a factor when I was able to move back and buy a house here a little over a year ago.

Any fare increase is the equivalent of a rent or property tax increase for the people who live on Guemes (but not a tax increase for people who just own property). If this fare increase is allowed to become a reality I expect to see most of my friends that rent forced off of the island (resulting in lost revenue to the county from lost ferry fares and long standing members from our community). I see property values declining, resulting in more lost revenue for the county as property taxes fall, and a temporary "trapping" of home owners as their property values decline. I see islanders banding together to eliminate auto trips, further reducing revenue.

But I also see that some county officials have a plan to recoup that revenue by extending the ferry hours, against the general consensus of people who live on the island, allowing people to work much further away, and still live on Guemes. When this comes to pass, property values will once again rise and the county will realize the tax revenues deferred by the forced eviction of many members of our community.

But our community will lose its character and much of its diversity. While I expect the monetary "wealth" on Guemes to increase I see our community becoming much poorer.

[8.20.05]

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**The Skagit County
Commissioners
unanimously signed
the [Task Force]
proposal in January
2003.**

MJ Andrak

Skagit County Board of Commissioners

I am writing to express my opposition to extended operating hours for the Guemes Island Ferry. I oppose this on so many levels. Cost, being first and foremost.

I observed, closely, the working of Berk and Associates Schedule and Fare Policy Analysis Task Force. I listened to debates about the cost issue of extended hours. I was also, one of many, in attendance when the Skagit County Commissioners unanimously signed the proposal in January 2003, Don Munks stated , more than once, "these citizens, unhappy with the decision, should open up dialogue with the GIFC members they nominated and voted on. He also made it clear that he was signing this proposal contingent upon the 6:00 PM policy remain "as is". " Every car is the staging area would be transported to Guemes no matter how many overruns were necessary".

A lot of money, time and, energy went into the Task Force. The proposal went before the Commissioners in December of 2003. The Commissioners ,themselves, needed time to review the proposal before signing in January. The decision was a

good one. Why are the Commissioners entertaining the extended hours schedule at this time? What is the logic behind this review?

The last two ferry members were elected, in part, because of their opposition to extended hours by 2/3 majority. What is needed to convince the Skagit County Commissioners to stand by their January 20, 2003 decision?

I want to be counted as a voter who agrees with the Skagit County Commissioners January 20, 2003 signing of the Schedule and Fares Task Force Proposal and who also questions the resurrecting of an issue that has been discussed to death.

[6.10.05]

We are shocked,
appalled, and
dismayed by your
decision to reopen this
question.

Frank Mudge & Deanna Wagner

Dear Commissioners,

We are opposed to extension of weekday Guemes Island ferry hours.

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We are shocked, appalled, and dismayed by your decision to reopen this question and by your contention that island opinion is approximately divided on the subject. We believe there are many important considerations you are dismissing or ignoring.

Why do you claim that the old uncontrolled survey from several years ago better represents opinion than the two more recent ferry committee elections which saw overwhelming support for the candidates who oppose extending the hours?

Why are you dismissing the conclusions of the task force?

What are the costs associated with extended hours? We want a thorough independent analysis and a coherent plan to pay these costs.

What are your plans to maintain the boat? How will it perform under an extended schedule?

There should be full and informed public participation in the decision. There should be public hearings with adequate notice for the public to attend and comment. If you do not believe that the ferry committee election results correctly reflect ferry users' consensus, perhaps there should be an advisory vote included in the next regular election. The ferry users may not be a sufficient sample. If the entire county is required to pay some or all the added costs, the entire county

must be included in the decision. You should acknowledge the will of all the affected people of the county as well as the will of the ferry users.

We have followed this subject with attention and interest.

We see many reasons to maintain the current hours and no reasons for extension beyond pandering to a noisy minority. We believe that it is significant that the stated leaders of the extended schedule group are relative newcomers to the island and ferry usage. While we acknowledge that any resident's opinion should be heard, they were irresponsible to move voluntarily to the island and then decry a situation that has existed for decades. They should assume responsibility for their choices.

[6.7.05]

**Honor your decisions
by encouraging the
sub-area plan to be
completed and
adopted before**

Roz Glasser

Dear County Commissioners,

I am writing to respond to the Commissioner's proposal to extend the Guemes Island ferry hours and your recent

0900

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considering extending ferry hours

statements to justifying the need to consider this proposal.

Contrary to claims by the Commissioners, extending operation hours of the Guemes ferry would encourage unplanned growth on Guemes Island and undermine efforts to develop a sub-area plan. Further, approval of this proposal would raise serious conflicts with the Growth Management Act (GMA) and directly contradict adopted County code.

Two primary objectives of the GMA are to protect rural character and critical areas (in this case one of the most critical is the island's sole source aquifer) by ensuring that premature expansion of public services do not encourage growth there. These goals reflect the primary basis of the GMA that there is a direct connection between extending public services and growth. Extending ferry service hours is no exception.

The Commission has officially affirmed the connection between ferry service and land use by adopting the County Comprehensive Plan in Section 4A-7.15(e). This provision specifies the need for a sub-area plan on Guemes Island, which among other things, requires policy direction on "sole source aquifer issues, ferry service, and maintaining rural character". In adopting this plan, the County established a direct connection between growth management planning and these issues, as GMA intended. Having validated these

relationships, it is unclear why the Commissioners now insist there is no connection between them.

Further, when you approved Resolution No 20030037, authorizing GIPAC to prepare a sub-area plan to implement Section 4A-7.15(e) of the Comprehensive Plan, you reinforced the importance of Guemes Island developing policy direction on these issues now. To now consider expanding ferry service before this plan is in place, would make a mockery of the GMA and your own policy.

In addition to the Commissioners stating that there is a lack of a linkage between ferry service and land use, the Guemes Island ferry has been singled out for the subsidy it receives. Having approved numerous budgets, the Commission is surely aware that government services are provided based on need and not whether the tax income from a particular geographic area matches the expenditures there.

After decades of experience with county budgets, it is clear to me that, indeed, most county services are subsidized. This is especially true for road and transportation facilities which are subsidized at every government level throughout the country. In fact, it can be said that the very purpose of government budgeting is to fairly distribute subsidies within its jurisdiction. I am not saying here that islanders should not pay their fair share of ferry costs. We should. But isn't it possible that the

0901

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ferry is being used as a poster child for poor fiscal policy that could occur in any program anywhere else in the county?

In closing, I would ask that you review the GMA and your past land use decisions that are now part of the County code. They clearly establish a relationship between ferry hours and land use and require a sub-area plan for the island. To make unfounded public statements to justify contrary action is not helpful in addressing the problem or in supporting the communications needed to resolve it. It only serves to alienate our community who is trying mightily to maintain civil discourse on this matter. I ask further that you honor your decisions by encouraging the sub-area plan to be completed and adopted before considering extending ferry hours.

Thank you for your consideration of these comments.

[6.4.05]

**I implore you to not
extend ferry hours.**

Phyllis Swenson

Skagit County Commissioners
Chal Martin, Director of Public Works
Steve Cox, Ferry manager

The Guemes Island Ferry Committee

I implore you to not extend ferry hours. My husband and I have made Guemes Island our home for the express reasons of low crime rate, little traffic & peaceful evenings. With extended ferry hours, all of this will change plus the impact on our water table will be increased.

Please heed the wishes of the majority of our island residents by not extending the ferry hours.

[5.26.05]

**Await completion of
the subarea plan.**

J. Robert Henderson

Skagit County Board of Commissioners

Re: Ferry Hours Extension

Dear Commissioners:

As a member of the Guemes Island Planning Advisory Committee, I am writing to urge that you postpone or cancel consideration of the above matter, until the subarea plan for

09

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Guemes Island has been completed. More adequate information would then be available to the public, on both sides of this issue, about potential adverse impacts of growth that may be induced by expanding ferry hours. In addition, please consider the following:

This action would encourage growth on Guemes Island, a rural area under the Growth Management Act (GMA), and therefore would be in contradiction to the GMA.

Expanding the hours of ferry service would be covered by the State Environmental Policy Act (SEPA), and may well require an Environmental Impact Statement (EIS). As a minimum, the County is required to conduct a Threshold Determination (i. e., checklist), including public notification as required by law. If it did not do so, the County would clearly be in violation of SEPA.

Instead of preparing an EIS or a Threshold Determination at this time, it would be much more practical to await completion of the subarea plan, in which various growth scenarios will be evaluated. Even a Threshold Determination will require assumptions about growth in order to evaluate potential impacts. The potential impacts of more households on the aquifer must be evaluated (saltwater intrusion, wastewater), along with added traffic on narrow, thinly paved county roads, and many other problematic issues. Before this matter is

allowed to proceed, the public on both sides of this issue should have that information.

The will of the island residents should prevail, and their opinions have certainly been made known by recent elections to the ferry committee of candidates who do not favor extending service. Because of the intense public interest, a public hearing should be held on Guemes Island with adequate public notice, instead of the minimal notice experienced recently. The roundtable process previously found acceptable should be used, not bypassed. To our knowledge, the financial impacts of expanded ferry service have not been analyzed. Expanding service seems questionable for a ferry that is unable to fulfill current obligations due to frequent breakdowns. It would be appropriate to follow the recommendations of the Fares and Scheduling Task Force.

[5.24.05]

**Relish the fact that
many Guemes
Islanders care deeply**

Peggy Starr

Dear Commissioners:

0903

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enough about its future
to participate and to
criticize.

I am appalled at your approach to the situation you have allowed to develop surrounding the Guemes Ferry. You have turned a deaf ear to your constituents' observations of poor management and bad decisions and now you have the audacity to indicate that the only representative contact the islanders have with the County has possibly 'outlived its usefulness' (refer to 5/18 Skagit Valley Herald [article](#)).

This comment, added to the unprofessional remarks made by you at the May 2 Work Session about excessive time spent on ferry matters and the islanders' vocal interest in their own future, lead me to believe you would like us to just quietly continue to let you and Public Works mismanage the ferry system that we all depend on.

Why would you even entertain the sudden revelation from Chal Martin that there is a revenue shortage when the Task Force (which included Public Works) so recently concluded their studies, calculations and recommended fare changes and those changes have been put in place? And why would you sit there unquestioning in the May 2 meeting while Mr. Martin blatantly misspoke of the 'nearly evenly divided' island opinions about extended weekday hours when you all knew that was untrue? Why did you spend the money on the consultant's studies if you're going to ignore the results? Why did you sanction the Ferry Committee, Task Force and Roundtable processes only to let non-representative groups

Roundtable processes only to let non-representative groups circumvent those processes?

I urge you to review our County's mission and ask yourself if you are truly participating in trying to accomplish that mission with your combative and unbusinesslike approach to the ferry system. Hmmm...

"OUR MISSION is to be recognized as a premier county in Washington State for providing professional leadership, operational excellence, timely assistance, and maximum efficiency in service delivery to our customers."

Guemes Island is a special treasure within a beautiful county, and it deserves all the attention, time and difficult decisions necessary to preserve it. Some of these decisions will require courage on your part and may not appear to be cost effective in the normal sense. These decisions need to be made in concert with the Sub Area planning process and must represent the desires of the majority of islanders. Please try to put aside your personal interests and your egos and relish the fact that many Guemes Islanders care deeply enough about its future to participate and to criticize. After all, that is what the democratic process is all about, isn't it?

[5.20.05]

0.504

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Editor: Don Nelson 360-416-2137

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Letters to the Editor

Extending Guemes ferry hikes costs

Re: Ms. Cox's 12/30/03 letter. There are several reasons why someone would move to a Class 2 island (accessible only by ferry) such as Guemes. One is the mystique of island living, another is the financial appeal of lower property values (hence, lower taxes), and still another is the concomitant security against random crime that isolation provides. But, the merits of each diminish with increased accessibility. The reason two of the county commissioners are licking their chops to extend Guemes ferry hours is that they know that property will become more valuable, and because the county must assess based on market value, they know that the tax stream into county coffers will increase, giving them more to spend.

Understanding that running the ferry on extended hours would increase its operating costs is elementary. While a few people would find it desirable to come and go at their pleasure on weeknights, the added costs to support their pleasure would be spread to the rest of us, this in addition to the inevitable increase in our tax burden. Thus, we expect the real majority of Guemes residents will continue to resist these attacks that

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would have us spending more to live here just to pacify the newcomers who want it their way.

Finally, we say to you advocates of extended ferry hours, if it is living on an island that you want, move to Samish, or Camano, or Whidbey, or maybe even Fidalgo — they are Class 1 islands, but islands nevertheless.

*Connie Snell
Guemes Island*

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Letters to the Editor

Commissioners believe in democracy?

Recently, Guemes Islanders have been portrayed as elitists, looking for handouts from the taxpayers. Face the fact that more than 65 percent of registered voters on the island voted the past two years for ferry committee candidates opposing extended ferry hours. Extending ferry hours will increase the costs of ferry operations. If two thirds of the islanders don't want the increased costs, who is this for? How many county residents really want to come drive the island until 10 p.m. on weekdays?

I'd like to remind the county commissioners that their district doesn't include Bellevue and other areas where the "weekenders" who are clamoring for extended service live.

We were all adults when we purchased property on an island, if you want "convenience" pick the mainland.

Is it for the school kids? It's not the responsibility of taxpayers to amuse my children. Guemes has produced valedictorians and state athletes. Parents adjust by staying over

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or skiffing their children home from events. Coaches let the Guemes athletes leave practice 15 minutes early to catch the current 6 p.m. ferry. Commissioners spent almost \$300,000 on a consulting firm and public process that recommended against hours extension. Before they put extra expense upon islanders and taxpayers alike, give us a chance to vote no as we can with a school levy or other tax. If Democracy is good for Iraq, it could work here, too.

Victor Garcia
Anacortes

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Editor: Don Nelson 360-416-2137

PRINT E-MAIL

Letters to the Editor, January 09, 2004

Don't mess with lifestyle on Guemes

Lou Ann Cox's 12/30/03 letter taking Commissioner Munks to task is without merit. First, there is no Cox listed in the 2003 Guemes Island (GI) phone directory, which strongly suggests she has either just moved here or written under a pseudonym. At a recent gathering of GI residents, which included two of the GI Fire Dept. commissioners, not one person had heard of her. Further, Win Anderson, manager of the island store (the de facto community gathering place) and editor of the island's newspaper (Evening Star), told this writer that prior to Ms. Cox's letter, he had not heard her name.

Second, Ms. Cox's statement that "A majority of Guemes Island residents have repeatedly tried to express their desire for extended ferry service ..." is false. The group is a vocal minority of, seemingly, malcontents and whiners. Two surveys (2001 & 2002) were taken, and those favoring ferry hour extension were in the minority. While all surveys are suspect, neither supports Ms. Cox's assertion. Therefore, she should speak for herself.

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It is indeed perplexing that people move to this island, knowing full well the ferry's scheduled hours, and then agitate to change them to their liking. An example is the person recently quoted by the (Skagit Valley) Herald as claiming that not extending ferry hours is discriminatory. He is an island newcomer (less than two years), and it is reported elsewhere (Evening Star) that he is threatening litigation to get his way. He should know that discrimination and litigation go both ways.

Tom Churchill, Guemes Island

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Letters to the Editor

Islanders not elitist, just practical

Your editorial (June 12) seems to have followed a string of Guemes Island bashing that has been gaining momentum over the last few months. I'm especially offended by your statement that "Some Guemes Islanders act as if they live in a castle and they are entitled to pull up the drawbridge each night." Living here for 13 years, I can think of no one that fits that description. Sure, the majority of residents would like to see the current ferry schedule remain in place, but that has more to do with the costs of operating the ferry than with the elitist attitude you wrote about.

Here's a thought. Why don't your editors and the county commissioners get together and figure out how the county is gonna operate an aging, trouble-prone ferry even longer hours without costing more money than it does now. Extra wear and tear on the boat, extra ferry crew hours. You do the math. After that, do some serious fact checking before making your case on islander's attitudes. I suspect if you do, you'll find quite a different impression than that which you wrote about.

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Letters to the Editor

Guemes Islanders are not 'elitist'

Your editorial labeling the residents of Guemes Island as "elite" because we resist extended ferry hours during the week is unfair to the majority of Guemes Island residents. My husband and I retired to the island 13 years ago after camping on Guemes for 23 years. We love the slow, easy lifestyle of our childhood (Snohomish and Walhalla, S.C.). Guemes roads are full of runners, bikers and mostly walkers. Our social life occurs on the roads, beaches, community club and church. This is not an elitist lifestyle.

The fact that county commissioners are determined to extend the ferry hours rather than improving ferry service and dependability amazes me. Perhaps we should be grateful for the poor service this past year; it is certainly keeping our population down.

In our hometown newspapers, we were never called "elitist" for enjoying the rural flavor of our lives and community. I am offended by the resentment I detect in your editorial. Can the poor service be linked to a similar hostile attitude on the part of the county commissioners?

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Letters to the Editor

Who are the commissioners heeding?

Not so long ago Skagit voters endorsed our form of county government, presumably with the notion that a three-person commissioner board is more responsive than other charter forms. Since that vote we have had a series of decisions made by the commissioners that can make you wonder to whom they are responding.

The recent decision on the county garbage contract is one case in point. Against all the advice of the stakeholders, the majority of the commission voted to ignore their solid waste contract obligations to the cities. If the commission was not taking the advice of the mayors, the Public Works Department, and the advisory group, to whom were they listening?

Another bullheaded example of local deafness is the commissioners' recent interest in expanding Guemes Island ferry service and their commitment to building a new larger ferry. Without any public discussion, and with no engineering or professional analyses, the county has budgeted \$15 million to \$20 million over the next 15 years for increasing service to an island with only about 600 year-round residents. These will be losses not

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covered by fares or other revenue. Who has asked for this money to be spent? The majority of islanders have not, as the county's own survey numbers indicate. And it's hard to believe that most Skagitonians want this much money spent for a ferry to a place they seldom, if ever, visit. So who else has the commissioners' ears?

Zobra Wambleska
La Conner

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LAST DATE TO APPEAL TO BOARD OF COMMISSIONERS IS NOW

Skagit County will lose over \$15 million

operating the Guemes ferry over the next fifteen years, even after doubling fares, according to the Public Works Department.

In spite of these losses, the Commissioners want to expand ferry service by extending weekday hours and buying a new ferry. All county taxpayers will pay for this service expansion, although only a very few will benefit from it.

Guemes Island has less than 600 year round residents, most of whom don't want ferry expansion. Why should you?

Tell the County Commissioners to spend your money elsewhere, or better yet, tell them to let you keep it.

For more information and to take action, visit:

WWW.TAXBITE.ORG

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gary davis

From: "Joseph Miller" <comments@linetime.org>
To: "Gary Davis" <bamboola@cablerocket.com>
Sent: Monday, May 22, 2006 2:50 PM
Subject: Fwd: EXTENTION OF GUEMES FERRY HOURS!!

Gary,
Want to add this one to your packet?

===== Forwarded Message =====

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gific@linetime.org
CC: comments@linetime.org, jliggitt@fidalgo.net

Don Munks, Ted Anderson, Ken Dahlstedt, Skagit County Commissioners
Chal Martin, Director of Public Works
Steve Cox, Ferry manager

I am appalled to learn that the County is considering going ahead with the extension of the Guemes Ferry hours when the majority of the people of Guemes Island and the residents of 6th and I Streets and the surrounding area are against it...Don't the voices of the people matter at all??? Where are the studies that show how those of us who live here will be impacted??? Has no one heard our pleas for more traffic "control", not more traffic? Our bedrooms face the street and the sidewalk is within 10 feet of those windows and the ferry line about 20 feet. And whatever happened to the plan that would take the foot traffic behind our houses? Was that just some kind of hooded promise to get us all behind the new parking lot? I would love to know the real reasons why the County is pushing this extension when the majority of the people don't want it...See you on Tuesday....Jeri Liggitt

Jeri Liggitt, 1610 6th Street, Anacortes, WA 98221

Yes, Please post my message on LineTime!

===== End Forwarded Message =====

TO WHOM IT MAY CONCERN:

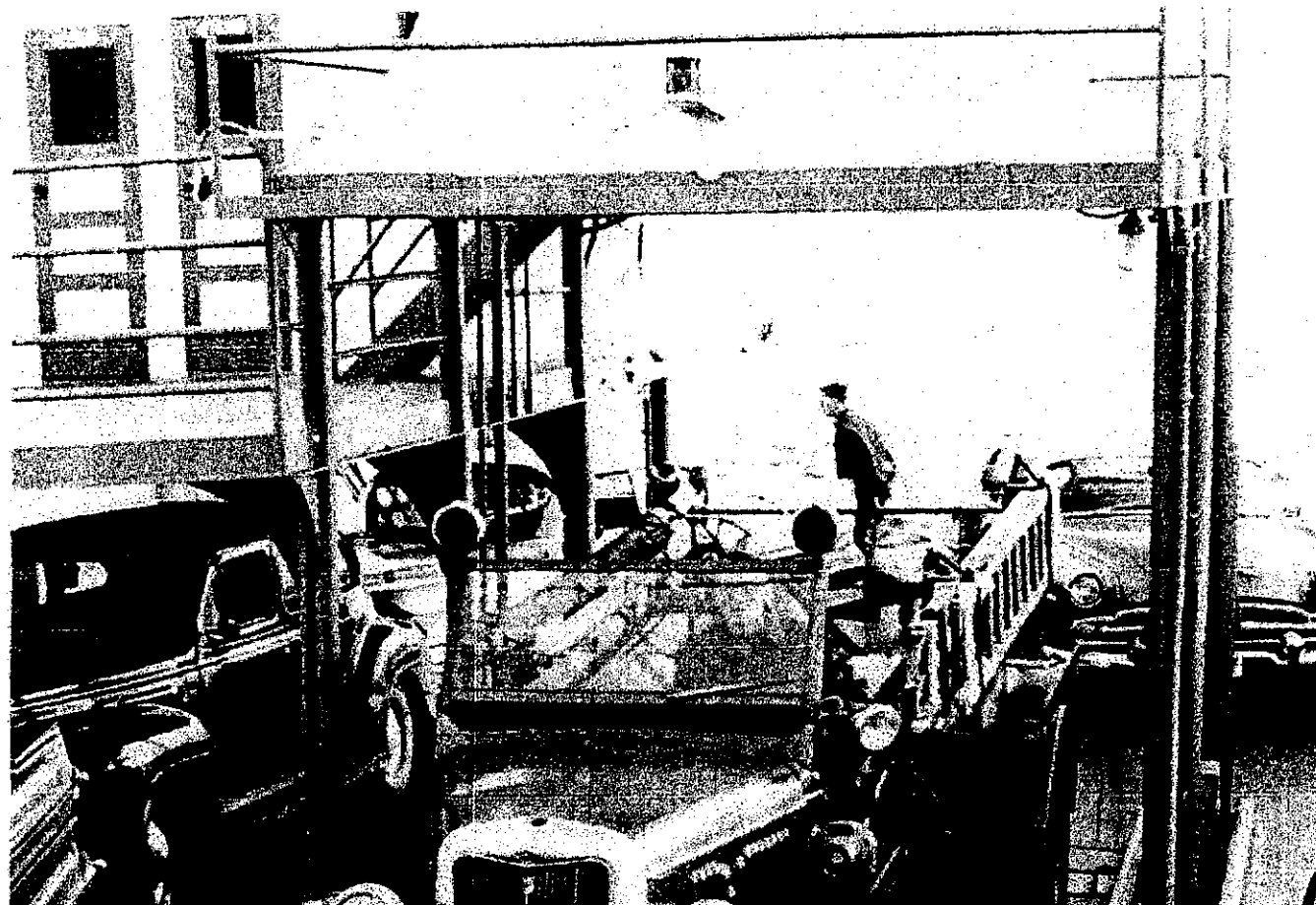
I, Linda Hammons, do hereby state that I am the Assistant Clerk of the Board for the Skagit County Board of Commissioners, and that I am the custodian of the records of the Office of the Skagit County Board of Commissioners

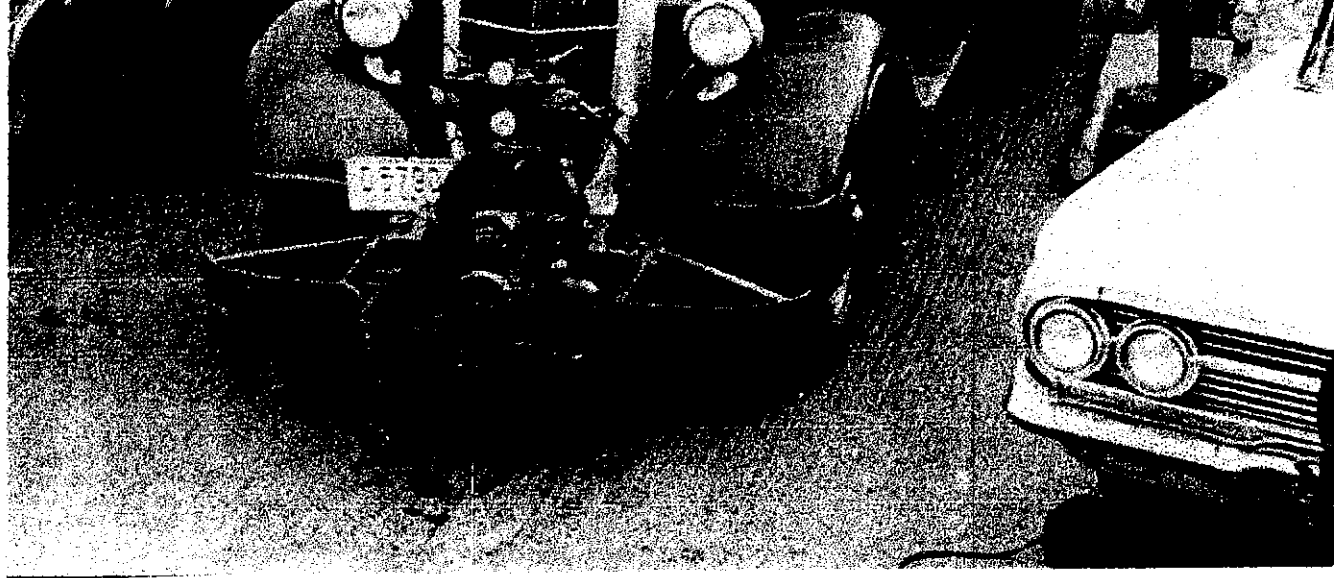
I further certify that the attached document is a true and correct copy of the May 23, 2006, Statement and Supporting Materials presented by the Friends of Guemes Island to the Skagit Board of Commissioners, the original of which is retained on the Office of the Skagit County Board of Commissioners or has been archived.

Dated this 6th day of June, 2007.



Linda Hammons





On the deck of the Almar.

Photo courtesy of Allen Bush.

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