

L I N E T I M E . O R G

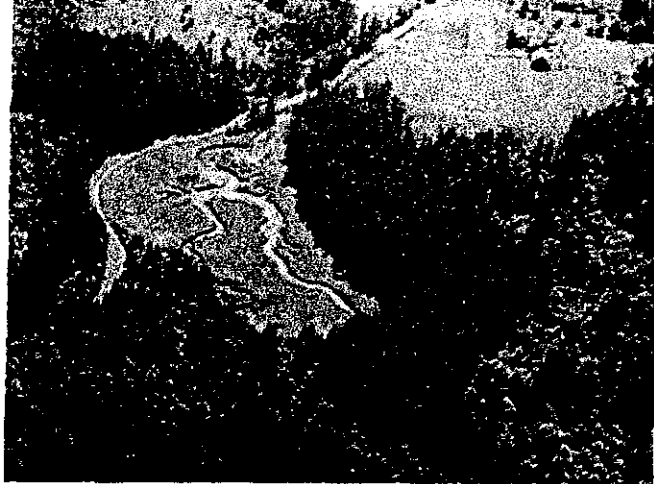
ORGANIZATIONS : FERRY MATTERS : GARDEN TIME : THE ARTS : MESSAGE BOARD : HOME

The Anderson Island Effect

In January 2004, Pierce County extended the operating hours of the ferry Christine Anderson to Anderson Island. Liz Galentine (Anderson Island Citizens Advisory Committee) states: "There was one public meeting held, no vote, but a survey was conducted. What we have observed is many times issues/meetings have occurred and the island learns of them afterwards." Liz Galentine and Debbie Lowe describe how Anderson Island has been effected by the three additional runs per day.



No one lives on an island by accident or happenstance. It is a deliberate choice. No one chooses to move to an island for reasons such as proximity to workplace or access to entertainment options such as restaurants, theater, nightlife, etc. Although these reasons are often the basis for relocation to particular cities or communities, they are certainly not applicable to the decision to relocate to an island. The vast majority of islanders choose their island homes in an effort to leave behind the hectic



Oro Bay, Anderson Island

lifestyle found in highly populated areas. They generally seek to escape traffic, air and noise pollution, people congestion in public places, and increasing crime. Once they have adopted the island lifestyle, they often mention the strong feeling of community and connectedness they have found on the island.

Having lived on Anderson Island for the past 7 years, I've never before witnessed such a dramatic change in the island as I have during the past year when Pierce County added a later ferry run on weekdays. Just three additional run per day has substantially affected our small island. I am not an opponent nor a proponent of additional ferry

runs. It is important however, to recognize that any change in the accessibility to the island, will definitely bring change to the general flavor of the island. On the positive side, increased accessibility strongly impacts real estate values and sales, and brings a more diverse group of new residents to the community, some of whom might offer significant contributions to the welfare and development of the island.

On the other side of the coin, increased accessibility often promotes increases in criminal activities, in particular property crimes and illegal drug operations. The inevitable increase in

**I've never before
witnessed such a**

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housing construction results in loss of green spaces and natural areas for enjoyment. On a more serious note, is the effect the increase in population has on the island's aquifer. We, as island residents, must realize that in most cases we do not possess an unlimited source of water, and should remain cognizant of the need to protect our supply.

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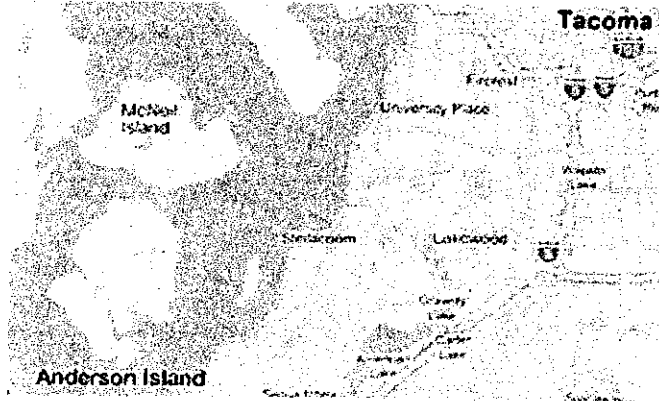
200 Riviera Community Club lots purchased by a single California based land broker that markets via TV info- commercials in California and Arizona.

One of the most noticeable effects will be readily observed in the decreased accessibility to the ferry, due to the surge in the number of vehicles. Greater patience and planning will be primary requirements, and it will be just a matter of time before the need for a larger ferry will be too great to ignore. As with all matters on an island, there are always multiple opinions, usually strongly held and expressed. Regardless of which side of the issue you may find yourself, the most important factor is to maintain a

realistic outlook. Denial will result in lack of adequate preparation and will promote a less than effective response to the inevitable changes to the community. It is very simple....increased accessibility to the island will most certainly generate radical change to your island. For better or worse, depending on your viewpoint.

- Debbie Lowe

Chair, Anderson Island Citizens' Advisory Board
Past-President, Anderson Island Association



Notable changes following extention of the ferry schedule:

Objective Changes:

Real estate boomlet:

Home sales have increased
greater than 20 percent

Property values have increased

Many properties have changed
owners in the past year

New Construction has risen and
the cost per square foot has
risen

200 Riviera Community Club lots
purchased by a single California
based land broker that markets
via TV info- commercials in
California and Arizona

Island is now suitable for close-
in commuter (bedroom

Anderson Island

Southern most island in the Puget Sound,
south of Tacoma. 800-900 year-round
residents. More than 2,500 during the summer
months with seasonal and weekenders.

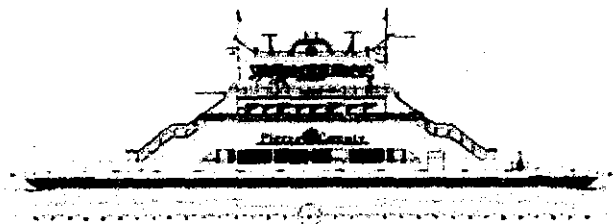
Golf course, two marinas, two fresh water lakes
(with bass and trout), tennis courts, parks, a
two room schoolhouse (K - 5), five churches,
and numerous bed and breakfasts.

Car and driver cash fare is \$12.50/\$15 peak
season. Adult walk-on fare is \$3.80.

Originally called Settlers' Island and to some, Wallace Island (after Leander Wallace, who was shot in a ruckus at Fort Steilacoom). Given a warm reception and assistance by Mr. Anderson and Captain McNeil at Fort Nisqually, Commander Wilkes of the U.S. Expedition renamed the two nearby islands. Anderson's first industry was the sale of cordwood to the wood-burning steamers.

2003 Pierce County Ferry Study [792k PDF]

Anderson Island Ferry Web Site



Completion of a new Anderson Island ferry, Steilacoom II, is

community)

Population has increased

Population shift - younger with families vs. retirees

More full-time residents as opposed to summer residents (snow birds)

More medical calls for the volunteer fire department

Subjective Changes:

More traffic

More noise

More visitors checking out the island

Increased traffic at the General Store

People wanting changes to make it more like the mainland.

Completion of a new Anderson Island ferry, Steadfast II, is expected in September 2006.

The 54-car, 300-passenger ferry vessel will cost \$11,200,000.

[6.26.5]

For example: the only island restaurant now has a "pizza night"

Easier access to island amenities by off islanders

Lakes and private campground

Public swimming area - increased traffic with alcoholic beverages which are not allowed, but no law available to enforce

Noise and safety issues on the lakes

More hunters on the island (all property is private)

A disregard for maintaining the "quiet" island life

The objective changes we can provide hard data to support, and the subjective are observations. The AICAB is appointed by the

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Pierce County Executive, and approved by the Pierce County Council. The AICAB was formed in September 2004 and meets quarterly. This board was formed so Anderson Island would have one voice to the County for issues affecting the island. According to our by-laws:

"The purpose of the AICAB is to facilitate a structured two-way communication process between the County and Island residents, property owners, and business owners regarding significant issues affecting the community within Pierce County's jurisdiction. Issues include, but are not limited to, land use, environmental regulations, infrastructure, schools, ferry service, and public safety."

The AICAB is currently addressing the issue of safety on Lake Florence. We had a near fatality of 10 year old on a jet ski last summer. Since we have no available law

enforcement, we are taking numerous steps to address safety and will make recommendations to the County. We have seen usage increase substantially in the last year.

- Liz Galentine, Anderson Island

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E-MAIL

Ferry problem: Fiscal mismanagement

BY GLEN VEAL

Guemes Islanders not to blame for county's poor oversight

The Skagit Valley Herald's May 12th editorial scapegoats Guemes Islanders to mask the fiscal mismanagement of the Skagit County Ferry. One is led to believe that the Guemes Ferry was the only place in which county tax dollars are being spent to provide rural infrastructure. No fees or tolls are collected on any road or bridge in Skagit County despite the capital expense incurred in their construction.

Although the Guemes Ferry is an extension of the county roads, ferry users have always paid tolls because the ferry has operational expenses unlike a bridge or road. Guemes Islanders and county officials agreed in 1981 to use a fare recovery model called the "Bridge Analogy" for the ferry based on this difference.

The "Bridge Analogy" requires that the direct operational expenses of crew wages and benefits, insurance, and fuel will be paid by a combination of fares and state subsidies. These subsidies include a deficit reimbursement payment and a motor vehicle fuel tax

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rebate to counties that operate ferry systems.

It is important to note that capital costs are not included in any fare recovery model for ferries in Washington state. Up until 2001, the sum of the fares plus these state, not county, subsidies exceeded the target for covering the operating cost of the ferry.

Each year, the surpluses went into the Skagit County Public Works general fund. The surpluses were spent but no one can track where.

Regrettably, the county never established a capital reserve fund for the ferry. Today, with a 26-year-old vessel there is no capital reserve fund to tap for vessel and infrastructure repair and upgrade.

Because of the rising cost of the ferry operation and ongoing management problems, the commissioners hired a Seattle consulting firm, Berk & Associates, in 2002 to prepare an "Operations Management Analysis." This analysis resulted in a list of recommendations to improve the management and operation of the ferry.

Rather than address escalating costs through implementing the management recommendations, the commissioners again hired this firm to form a Fares and Schedules Task Force. After a year, and at the expense of \$300,000, the commissioners adopted Resolution 2004054 in which the original "Bridge Analogy" was again used as the basis of the fare recovery model.

Recent headlines and your editorial are a blatant attempt by county officials to use the media to blame Guemes Islanders for the county's poor management and financial decisions.

For example, the operating costs for the ferry doubled from \$770,000 in 2000 to over \$1.4 million in 2004. Salaries and wages for the operation increased 51 percent. Most of this increase occurred when the county addressed an accounting cash handling

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issue by adding another crew person to collect a receipt generated feet away by the purser selling tickets.

No other county ferry system in the state chose to add a full-time crew person to solve a minor accounting problem. The cost of this crew person has added over \$190,000 to the operating side of the ledger. These costs are not proportional to an increase in ridership, which has grown merely 4 percent from 1996 to 2004.

The spiraling operational costs combined with a nonexistent capital fund caused Public Works to report to the BOCC in a May meeting that the ferry was "bleeding" money. County officials are wringing their hands about escalating operation and maintenance expenses and demanding an immediate fare increase based on questionable projections instead of abiding by the process established in their own Task Force Resolution wasting the \$300,000 of Skagit tax money paid to Berk and Associates.

Faced with escalating costs, the state ferries have reduced service; instead Skagit County wants to add service in the guise of a "kid friendly" schedule. Since 1912, generations of islanders have raised their families on Guemes with the full acceptance of the limitations of the ferry schedule never asking the rest of the county to pick up the bill. This is an accepted covenant by those choosing to live here. The recent Ferry Committee election saw 75 percent of the 570 registered voters favoring 2:1 the candidate supporting the present schedule.

Will county officials listen to the majority of Guemes residents or push their own expensive agenda, denying the principles of democracy in favor of their autocratic approach?

Glen Veal is the chairman of the Guemes Island Ferry Committee. He has served on the Ferry Committee since 1981 and lived on Guemes Island since 1947. He and his wife have raised two sons on Guemes Island.

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Skagit Valley Herald

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Skagit Valley Herald Pontificates: "We're still left with the impression that Guemes Island is a subsidized enclave whose residents want cheap access for themselves and limited access for everyone else."

On Sunday, June 12, the Herald published a rancorous editorial which has prompted the responses below. If you have sent in a response and would like to see it added here, please sent it by email to LineTime. Just click on this link: LineTime.org Your email program will open with a new message already addressed to us.

Voices of the Valley

"The Skagit Valley Herald's May 12th editorial scapegoats Guemes Islanders to mask the fiscal mismanagement of the Skagit County Ferry...No other county ferry system in the state chose to add a full-time crew person to solve a minor accounting problem. The cost of this crew person has added over \$190,000 to the operating side of the ledger."

Improve the ferry management and stop scapegoating the islanders

Tim Rosenhan

Is the Guemes ferry losing money because fares are too low? That's the County's current spin, but poor fiscal management is instead the culprit.

Even if fare revenues are doubled, the County ferry will still be losing several hundred thousand dollars a year. The balance sheet has been stable for two decades. Why do we now have so much red ink? Here are three reasons.

First, the ferry and dock system is 27 years old. It's been "in the garage" and out of service 20% of the time over the last 10 months. The County repaired broken systems at premium emergency prices to get the ferry back in service.

Second, Skagit County has no ferry "business plan" to spread out the cost of predictable capital improvements (docks and parking lots) and system refits (engines and transmissions). Unlike Pierce and Whatcom counties, which use multiple sources of transportation funding and loans to help finance their ferries and keep them reliable, Skagit County spends on an as needed, per year cash basis from the county taxpayers. Neither has Skagit County set money aside in the form of a sinking fund for these predictable refitting costs. We wait for it

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to break and pay more.

Third, Skagit County has not controlled labor costs. In the last year the County added a fourth crewmember, to the tune of well over \$100,000 per year. The virtually identical Lummi county ferry still runs with three crewmembers.

Let's improve the ferry management and stop scapegoating the islanders.

[6.20.05]

**Guemes Island Ferry
Stew**

Judy Thompson

It seems to me that there should be a point to an editorial but try as I might I can't find one in your Editorial on June 12th about the *Guemes Island Ferry*. I won't repeat the derogatory names you called the islanders but I wonder how many of us you actually know. That being said, I think you owe us an apology for your unprofessionalism.

Of course we know that our aging ferry (twenty-five years and counting) has had many problems this past year. Any type of transportation equipment wears out over a period of years. Shouldn't the Skagit County Guemes Ferry...

Shouldn't the Skagit County Guemes Ferry operating and maintenance budget address this? You know, first you can depreciate the equipment over a period of years.....(far less than twenty-five I would assume)....then you project for repair and replacement costs. The county should review the process and budget and take necessary action. If a fare increase is warranted so be it.

Humm..guess it is more fun to try to manipulate the situation by trying to turn people against each other. Toss out a few remarks to stir up animosity, mix it up then sit back and laugh at the stew you have created.

Responsible journalism, right!

[6.17.05]

**Islanders not elitist,
just practical.**

Tim Fanton

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.

[6.13.05]

**The Skagit Valley
Herald owes the
citizens of Guemes an
apology.**

Joseph Miller

L. Stedem Wood, Skagit Valley Herald Publisher

The editorial in Sunday's (June 12) Skagit Valley Herald baffled me completely. I have been a resident of Skagit County on Guemes Island for almost 30 years. Never have I heard my

tellow ferry nders complain about fares or about the prospect of fares increasing. We willingly accept paying those costs that are different than a bridge. I would remind you that a Task Force of county citizens, Public Works employees and consultants set the current fares, the fares policy and the ferry's hours of operation which were approved by the Commissioners a little more than two years ago. The Resolution also set out a mechanism for regularly reviewing and adjusting fares which was supposed to have occurred this November when all pertinent information is complete. Why is Public Works circumventing a well thought out process now? Why are you supporting that? Doesn't it strike you as odd and telling that the Public Works director stands before the Commissioners to say that an area under his almost complete control has chaos on the docks and is hemorrhaging money?

You mention our frequent user discount is 60% - clearly a dramatic number - but fail to ask 60% of what. The Skagit County discounted car and driver fare amount is, in fact, fairly close to the Whatcom county discounted fare (Whatcom drivers pay \$0.77 more). No one here will argue, either, if that discount is changed. What we do care about are costs escalating rapidly. We understand fuel costs rising or maintenance costs of an older vessel. We have difficulty accepting costs rising due to poor management. The Commissioners spent close to \$70,000 on an analysis that recommended many sensible changes in how Chal Martin ran

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his department. Were any of them implemented? The Commissioners then went on to raise the total to \$262,000 and supported the Task Force process which set fares, fare policy and the ferry's hours of operation. Many County and Guemes citizens devoted hundreds of volunteer hours, along with paid County employees to reach the recommendations which the Commissioners formally accepted by Resolution and now are intent on undoing. It would seem the Commissioners and Mr. Martin have a very casual disregard for taxpayers' money and public process.

Commissioner Anderson has stated that the ferry should run later in order that many more people can live here. Both he and you seem to overlook our very legitimate concern - how will such an influx of residents effect an area with unknown but clearly limited water resources? Saltwater intrusion due to overpumping is already a significant problem. We would like to answer that question first rather than charge blindly forward.

The Commissioners and Public Works want to extend ferry service on week nights without apparent concern for the costs to the rate payers or the taxpayers. We have a vessel which is expensive to maintain now and they wish to increase its running hours significantly? Doesn't expressing an intent to increase service without fully understanding the costs and consequences suggest a troublesome style?

While Guemes Island is not an enclave or a private reserve, Mr. Wood, it is an island after all. It is a very distinct part of Skagit County. Such an extraordinary part that its citizens are passionate and involved. As a citizen of Skagit County and Guemes Island, as a taxpayer and a rate payer, I am offended by your remarks. Your closing sentence is quite arrogant in assuming that your perception is the only proper one. I suggest you look again.

I believe, Mr. Wood, that the Skagit Valley Herald owes the citizens of Guemes an apology. Your editorial was judgmental, prejudicial and accused us of attitudes and behaviors that you yourself put upon us. There is a great deal to this story that the citizens of Skagit County deserve to hear and I hope the Herald will tell that story in a fair and accurate manner.

[6.13.05]

**Don't be so naive to
think convenience
does not come at a
price.**

Russell Moline

In response to "Guemes Islanders must get on board with higher rates"

I am a resident of Guemes Island and have been for over six

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years. I understand that rate increases are a normal part of running any type of business. If ferry prices go up ...so be it.

The question of whether or not to extend ferry service hours is entirely a separate matter. The reason I, and many others moved out to Guemes was the ferry stopping service @ 6:00pm on weekdays.

In your article you wrote, "Some Guemes Islanders act as if they live in a castle and they are entitled to pull up the drawbridge each night. Last we looked, Guemes was part of Skagit County and not a private preserve"

This is the way it has been out here forever! Those who live here like it that way, at least the majority.

"Service ends at 6 p.m. on week nights, which is fine with some residents and inconvenient for pretty much everyone else."

The above statement is highly biased and false.

Who is everyone else?

Why would they want to come to Guemes after 6:00pm on a weekday?

How would allowing them to come raise more revenue?

How would allowing them to come raise more revenue?
The Quality of life I enjoy here on Guemes is not convenient,
and it should not be.

If you want a life that is convenient then live in a city.

If You want to got out and eat at 8:00pm on a Wednesday
don't move to Guemes.

Here is what I am tired of.....

People coming to Guemes, liking it for what it is, Buying
property, then realizing it could be more convenient if.....

*Don't be so naive to think convenience does not come at a
price.*

A resident who likes Guemes the way it is.

[6.14.05]

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Outside the Lines: Ferry Tales XXVIII

The End Is Near

2005 is coming to an end and so is the Guemes Island Ferry as we know it. We endured unprecedented long lines, frequent ferry outages, unnecessary fences, new ticketing procedures, ferry outages, adjusted hours for school children, ferry outages, and loss of frequent user discounts. Gone is the honor system. In is the ferry cabin intercom system. {BTW has it ever been used?} Gone is the three-person crew. In is the four-person crew. Gone is the balanced budget. In is the million dollar annual deficit.

It appears that as soon as the Inland Boatmen's Union settles on a contract we'll have extended weekday ferry hours as well. The IBU has worked for three years without a contract. What message does that send about management?

Our elected Skagit County Commissioners have snubbed the Guemes Island Ferry Committee. They have never acknowledged any of the countless letters from their Guemes Island constituency. The BOCC has ignored petitions and letters signed by more than 400 Guemes ferry users on matters of scheduling, parking, and fare increases. A public hearing about extended hours was an empty promise.

The Commissioners' policy on the Guemes ferry is also headstrong and costly to the county. After two decades of operating the ferry on a break-even budget, the County is now losing over a million dollars a year. This is not a transient event; it's a changed policy. Hmm...a million dollar annual loss can be remedied by extended hours?? Not in my book. Of course I'm not an engineer, but I did teach math. Perhaps Chal Martin uses a heretofore unrecognized mathematical formulary.

Guemians are gearing up for a battle. Friends of Guemes Island has slid into the spot vacated by the Environmental Trust. Gerald Steel, noted land use attorney, is representing Guemes this time. FGI's request to await the sub area planning process is not unreasonable. Don Munks is quoted in the Evening Star as saying, "I don't think there is going to be the impact that people think feel is going to happen." Evidently he did not read the 1977 quote from Skagit County Planning saying "changes in ferry sizing will not have a significant effect on population, housing and land use. Ferry scheduling, however, will."

The new year may bring conflict and hopefully solutions. What happens will affect our island home for years to come. I'm not giving up without a fight. How about you?

- MJ Andrak

[12.1.5]

Express Yourself! Click on this link to send a message to the Commissioners, Public Works Director, Ferry Manager and the Ferry Committee, all at the same time!

Ferry Tales XXIII **Lame and Lamer**

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Outside the Lines: Ferry Tales XXVIII

Darts to the Hearts

Visualize a dartboard with the 2006 calendar.

See our Skagit County Board of Commissioners, each with one hand full of darts, and the other fist full of Skagit County tax money. They take aim. The first dart thrown hits January 1. Another dart finds June 1. Yet another dart nails June 15. The last dart hurled hits July 1. Perhaps we'll know after Tuesday.

All these dates have one thing in common. These were/are dates for implementation of the extended weekday hours of the Guemes Island Ferry. We've become numb to these dates and deadlines and callous to the threat of implementing extended hours. That may to our detriment. The recent frequent user fare increase, combined with eliminating the summer surcharge should warn us that the BOCC fights dirty and has no regard for their constituents. (Why should Aunt Beth from Chicago pay an extra 50¢ surcharge to visit Guemes once or twice a year?)

The money is running through the BOCC's fingers like the water in the Guemes Channel on an ebb tide. Sinking to the bottom without thought.

The BOCC is playing a game at the expense of all Skagit County residents. <http://www.skagitcounty.net/arts/line.htm>

The BOCC is playing a game at the expense of all Skagit County property taxpayers. The BOCC doesn't play fair. They don't follow the rules, they make up their own. They don't heed the advice from consultants, they themselves hired, {Berk and Associates}, at still more Skagit County taxpayers' expense. They ignore the GIFC that they endorsed. They disregard polls, letters, public comments at hearings, and worst of all they do not take into account a ferry budget that is already losing money. So, who is this for?

There are a few Skagitonians that might use the extended hours to their advantage. That minority have the ear of the BOCC. Why don't they hear the voices of the majority? Perhaps our voices are not loud enough to get their attention. Maybe we should play a different game.

The BOCC is placing an unnecessary monetary burden on Skagit County citizens simply because they can.

- MJ Andrak

[5.18.6]

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Ferry Tales XXVII Ferry Fairy

Ferry Tales XXVI Finding Phantoms

Ferry Tales XXV Turbulence

Ferry Tales XIII Failure To Communicate

Ferry Tales XII Ferry Committee Walks

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Outside the Lines: Ferry Tales XXVI

Finding Phantoms

The votes have been counted. The current survey has been tallied. The percentages may vary slightly. The survey comments may be worded a little differently. The results are still the same. Nothing has changed. The majority of Guemes Island property owners and registered voters do not want extended weekday ferry service. That is crystal clear, yet again.

The recent fare increase received its share of attention. Fewer vehicles use the ferry since the increase. There are more shopping carts and wagons put into service, more ride sharing and more walk-ons. This is good for Guemes. We are connecting with each other. The passenger cabin on the ferry is full and seldom quiet.

More ferry passengers are paying cash. Fewer frequent user books are being purchased. The initial cost outlay of a frequent user ticket book doesn't fit into everyone's budget. Yes, Skagitonians that want to join the "rich elite" of Guemes Island, the elite have budgets. The salaries, pensions, and social security checks have not kept up with increased ferry costs.

Skagit County Public Works is losing revenue however. Costs are increasing. To compensate, there are new openings for employment aboard the MV Guemes. Fewer vehicles and fewer ticket

book purchases equal more ferry employees to get the job done. Senior passes are purchased in Mt Vernon, that new category is not serviced at the Anacortes dock.

The vehicles parked in the parking lots are not elitist. I can't help but wonder, where do the Guemes elite park? Is Skagit County Public Works offering valet parking? Limousine service? Where are all the Humvees and Rolls Royce's?

Our elected County Commissioners should listen to their constituents. Heed the data that has been gathered at great expense {Berk and Associates}. Consider the countless hours and energy that so many have volunteered to address this issue, and act accordingly. Extended hours is an unnecessary, unwanted expense for a minority. How many really want to live on Guemes, with the added expense of the ferry, and work elsewhere? How many want to rise earlier in the morning to accommodate the ferry schedule?

Extended weekday ferry service for Guemes Island would create an elitist community where only phantom elitists are now.

- MJ Andrak

[2.28.6]

Express Yourself! Click on this link to send a message to the Commissioners, Public Works Director, Ferry Manager and the Ferry Committee, all at the same time!

Ferry Tales XXV Turbulence

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Outside the Lines: Ferry Tales XVIII

Fanning the Flames

The quarterly meeting of the GIFIC was well attended on Sunday May 22. Glen Veal had full command of the audience, in spite of attempted disruptions early on.

GIFIC thanked all who attended the Commissioners hearing May 16, and all who wrote letters about the extended ferry hours. There was, {intentionally?} very little advance notice of the meeting's agenda, yet many Guemes Islanders managed to juggle their Monday schedules so they could attend.

There is also a petition circulating about several issues, including not extending the schedule.

For those unable to attend the May 16th meeting Victor Garcia read verbatim Commissioner Ted Anderson's comments. Evidently not with enough of the malice that Anderson exhibited. Not only did Commissioner Anderson rudely interrupt and consequently shorten the public comment period with his interruption, he pointedly ignored Glen {who approached Anderson afterward.} This routine has been played out often between Guemes Islanders and Anderson.

Commissioners declared the Guemes Ferry will soon face higher fares because the ferry has had decreased revenue (in spite of increased fares) and higher costs. When GIFIC questioned this

accelerated revenue (in spite of increased fares) and higher costs. When GFC questioned this, they were told Skagit County had had a six-year "rainy day" fund that the county managed to deplete in one year by purchasing a \$ 4-1/2 million county-wide computer system. This is causing Skagit County to focus on Guemes Island for money. The "promised" fare increase will come from a 'reduction in the "discount" fares not the basic fares", according to Victor Garcia.

The recently formed Skagit County Citizens for Professional Transportation Management proposal to extend the ferry hours at this time seems absurd. The system is not running smoothly and hasn't been for quite some time. Expenses have been high, repairs often, schedules erratic. Is this the time to extend ferry hours? If 125 citizens of Guemes Island actually signed a petition to extend ferry hours, what is their reasoning? Will the boat be full on evening runs Monday through Thursday when it is not always full now on Friday, Saturday, Sunday or Holiday evenings? If you want off the island so badly after 6:00PM, why move to an island? How long have you lived here? How long after you moved here did you realize the ferry only operates until 6:00PM Monday through Thursday? Were you shocked? Does it make sense to extend the weekday schedule when it takes a four-person crew to operate the ferry for an after hours school special now? Is the signed resolution by the Commissioners regarding the schedule worthless?

The GFC is strictly an advisory committee that has worked hard and long over the past few years to give the commissioners good, timely advice. They've advised, stayed on task and sometimes received the wrath of the Commissioners. Glen Veal said "not only can we take the heat {from commissioners} we can generate some heat". Need any help fanning the flames?

- MJ Andrak

[5.28.5]

0929

103

extension of ferry service

Printed: Saturday, May 20, 2006 8:19:28 AM

From: dogislander@cablerocket.com (Tim Wittman)

To: comments@linetime.org

Page 1 of 1

Sent: 05/14/05 09:43 AM

Received: 05/14/05 09:45 AM

I am against the extension of ferry hours for the following reasons:

- Increase of ferry hours will add increased density that will negatively impact the quality of life on the island.
- Adding additional ferry runs on the island will put more pressure on the morning runs to accommodate the increased commuter traffic so consequently you may have to add additional morning runs.
- The first fare increase recently implemented is the first of 4 that the task force approved of. Ultimately "double punching" the pass for evening runs will be very cost prohibitive.
- This vessel has been shown to be unreliable in the last 6 months and using it for extension of service is clearly poor judgment.
- Increased use will add to possibility of increased crime. This is a serious concern with a lack of law enforcement on the island.

However I do believe that a compromise will be needed regarding the extension of ferry hours since it has become a black/white, win/lose situation. An idea that has been tossed around is to extend the ferry hours in the evening as proposed but use passenger-only service. This would allow those who need extended service to meet their needs and address quality of life issues as well. Since you have built a beautiful new parking lot, this also makes fiscal sense.

Mike Wittman

0930

104

MILLER ROBERTS

114 TIDEWATER ROAD
NACORTES WA 98221

May 27, 2005

Don Munks, Ted Anderson, Ken Dahlstedt

Skagit County Board of Commissioners

1800 Continental Place, Suite 100

Mount Vernon, WA 98273

How can you consider extending the Guemes Island ferry schedule to encourage more people to move to Guemes when that ferry is now operating at capacity? Will those new residents be made to cross only in the evening hours? Will you build ever bigger parking lots, bigger ferries and hire more personnel?

How can you consider adding an unknown but significant increase in operations expenses while you complain about the costs of the ferry operation being out of control now? Have you forgotten that the County will always be responsible for any shortfall? Do you understand that large increases in ferry rates may be as great a deterrent to daily commuters moving here as a six o'clock weeknight cutoff? Please obtain an accurate analysis of costs and revenues before proceeding any further. No one has asked any taxpayer or ratepayer whether they would be willing to pay whatever extended service would cost.

How will you pay for the increased maintenance costs and more frequent outages of an aging vessel after you've increased its wear by a third?

How can you acknowledge Guemes Island's sole source aquifer limitation and then promote unchecked growth with no apparent consideration of the consequences?

How can you insist that the Ferry belongs to everyone in the County (most of whom never use it) and overlook the fact that one large group depends on it and endures the effects of your decisions more than any other?

How can you spend \$300,000 for consultants and invite many volunteers to devote hundreds of hours of time and then dismiss their work and toss the results (and my tax money) aside so casually? You were on the right track with the Task Force and Roundtable process but now are behaving like irresponsible autocrats.

How can you entertain managing an expanded system when you fail to manage this one well? Berk and Associates prepared an analysis of ferry management and operations. Have you implemented any of their recommendations?

We are County property owners and taxpayers, as well as citizens of Guemes Island. We are appalled at your reckless behavior and disregard for our taxes, our opinions and any public process.

Let us be very clear. We are opposed to any extension of the ferry schedule and will oppose you and your efforts to change it.

Joseph Miller and Sue Roberts

cc Guemes Island Ferry Committee

0931

105

tented ferry hours

inted: Saturday, May 20, 2006 8:07:00 AM

om: halcyon@pacifier.com (Deanna Wagner)

: comments@linetime.org

Page 1 of 2

Sent: 06/07/05 03:03 PM

Received: 06/10/05 08:48 AM

is is a copy of a letter send to the commisioners. Please post on your "Inlanders' comment read"

69 Guemes Island Road

acortes WA 98221

y 12, 2005

agit County Board of Commissioners

10 Continental Place, Suite 100

int Vernon, WA 98273

ar Commissioners,

are opposed to extension of weekday Guemes Island ferry hours.

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

do you claim that the old uncontrolled survey from several years ago better represents more than the two more recent ferry committee elections which saw overwhelming support for

than the two more recent ferry committee elections which saw overwhelming support for candidates who oppose extending the hours?

are you dismissing the conclusions of the task force?

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

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

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.

Sincerely,

Mark Mudge & Deanna Wagner

0932

106

osed to Guemes Ferry extended hours
nted: Saturday, May 20, 2006 7:46:07 AM

Page 1 of 1

m: guemesgetaway@cablerocket.com (guemesgetaway@cablerocket.com)
commissioners@co.skagit.wa.us

Sent: 05/13/05 10:36 AM
Received: 05/13/05 10:36 AM

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

lemen:

a strongly opposed to extending the operating hours of the Guemes Island ferry. A detailed
ter will be sent by U. S. mail outlining my reasons for my opposition.

ing attended the commissioners meeting on May 2, 2005 and hearing for the first time about the
ment prepared by "Skagit County Citizens for Professional Transportation Management," let me
are you that these citizens are most definitely a minority of the residents/voters of Guemes
ind.

greatest shock in attending the meeting was finding out that the commissioners have ignored the
es Island Ferry Committee recommendation to table this issue.

extend the hours of operation in this time of economic hardship would be fiscally irresponsible
environmentally unsound.

H. Palmer, 6132 S Shore Rd, Anacortes WA 98221

Please post my message on LineTime.

0933

107

M-LOW: Extended ferry hours
nted: Saturday, May 20, 2006 7:46:02 AM
s: pjswen@hotmail.com (pjswen@hotmail.com)
commissioners@co.skagit.wa.us

Page 1 of 1

Sent: 05/26/05 11:08 AM
Received: 05/26/05 11:08 AM

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

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

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

erely,
lis Swenson

lis Swenson, 5027 W Shore Rd

please post my message on LineTime.

0934

108

mes Island Ferry Hours

Page 1 of 1

nted: Saturday, May 20, 2006 7:45:57 AM

m: david@kellypointpartners.com (david@kellypointpartners.com)

Sent: 06/04/05 03:29 PM

commissioners@co.skagit.wa.us

Received: 06/04/05 03:29 PM

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

r Skagit County Commissioners & Public Works Director and Ferry Manager:

m a resident of and voter in Skagit County, living on Guemes Island. I am writing at this time convey my strong opposition to any plans to extend weeknight operations of the Guemes Island ry beyond the current 6:00 p.m. run.

ording to County staff, there appears to be a substantial group of islanders who have been aing for this schedule change. There may well be a vocal group of proponents for longer ferry rs that have made their desires known to the County, but there is no question that this group esents only a minority of island residents. One need look no further than our elected esentatives to the Guemes Island Ferry Committee to confirm where the majority of islanders d on this matter: Five out of our five duly elected Ferry Committee members are opposed to ending weeknight runs.

you believe in a representative form of government, you will note this fact and respect the es and intent of the residents of Guemes Island. If, on the other hand, you prefer to support ranny of the minority, you will vote to change the existing ferry schedule.

* Island is designated as a rural area due to a highly limited water supply (a sole source

life and the fragile nature of the island's ecosystem. Those of us who have chosen to live moved to the island fully cognizant of this reality; in fact, many of us selected the island as our home precisely because of its rural nature. Changing the ferry schedule will inevitably permanently change the status of the island environment and community. While the short run is to Skagit County in the form of increasing property tax revenues generated by development appreciation of land values may improve the County's fiscal health in the short term, in the long run the destruction of this precious rural resource benefits no one.

I urge you to take a longer-term perspective that reflects the democratic foundations of our island, our county, our state and our nation. I also urge you to adopt the truly conservative perspective and protect Guemes Island from a vocal few who support an irrevocable and harmful change.

Sincerely,

D. M. Wertheimer

D. M. Wertheimer, 4440 South Shore Drive, Anacortes, WA 98221

Please post my message on LineTime.

0935

109

osed extension of Guemes Island ferry hours M-Th

ted: Saturday, May 20, 2006 7:45:51 AM

to: paul@kellypointpartners.com (paul@kellypointpartners.com)
commissioners@co.skagit.wa.us

Page 1 of 2

Sent: 06/04/05 03:30 PM

Received: 06/04/05 03:30 PM

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

Commissioners:

writing to voice my opposition to the proposed extension of hours for the Guemes Island ferry
onday through Thursday.

ts push for extended hours, the County appears to be relying upon the Berk & Associates survey
seemingly shows the island evenly split on the issue. Of all respondents (N=492), a majority
opposed to extension (53%). More telling, of full-time resident property owners (N=218), 61%
opposed to evening service. Part-time resident property owners (N=233) were more evenly
t, with only one vote separating those who favored and opposed extension. The only groups who
whelmingly favored extension were full-time resident renters (N=20) and nonresident ferry
omers (N=18).

215 residents and nonresidents who favored extended hours were only asked one follow-up
tion: "If yes, to what time?" The survey did not ask other relevant follow-up questions, such

On average, how many trips would you expect to make each month during these extended hours?
Would you be willing to pay higher fares for extended service?

and you favor extended hours if additional service increased the amount of development on the island?

are very relevant questions. Addressing the possible consequences of extended service would have changed the responses you received. You cannot make an informed decision about extended hours without first estimating the anticipated ridership, their willingness of all riders to pay more for such a service, and the effect on the island's quality of life.

greatest financial burden would fall upon island residents who are the ferry's most frequent users. Since the 2002 survey, island residents have continued to demonstrate opposition to the extension of hours. Members of the Guemes Island Ferry Committee who oppose the extension of hours won the support of a supermajority of the island's voters in two election cycles.

Ferry owners who spend weekends or summers on the island may think that extended hours are a desirable idea, but nonresidents are unlikely to use the service enough to make the extended hours financially sustainable.

Access to the island is limited on weekdays, and has been for years. Residents and property owners shouldn't be surprised or disappointed that the ferry stops running at 6 p.m. Those who support extended hours shouldn't expect more ferry service than that which existed when they acquired property here. They have other options; commercial water taxis can shuttle people on and off the island at any time.

My commute time between Seattle and the island, and would arguably benefit from the extension of hours, yet I am strongly opposed.

I suggest that the County:

1. hold public hearings to solicit input on the issue;

2. participate in the roundtable process adopted by Commissioners;

3. conduct a comptroller's analysis of the extension proposals costs;

4. evaluate the added costs of maintenance and fuel brought on by running a mechanically troubled ferry.

0988

110

osed extension of Guemes Island ferry hours M-Th

ted: Saturday, May 20, 2006 7:45:51 AM

: paul@kellypointpartners.com (paul@kellypointpartners.com)

commissioners@co.skagit.wa.us

Sent: 06/04/05 03:30 PM

Received: 06/04/05 03:30 PM

e [REDACTED] nger hours.

k you.

Beaudet

Beaudet, 4440 S Shore Dr

please post my message on LineTime.

0937

///

erson Island Experience

Page 1 of 1

nted: Saturday, May 20, 2006 7:45:44 AM

From: david@kellypointpartners.com (david@kellypointpartners.com)

Sent: 06/28/05 07:30 AM

Commissioners@co.skagit.wa.us

Received: 06/28/05 07:30 AM

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

: Commissioners and County Staff:

re voting to expand the Guemes Island ferry hours of operation into weeknight hours, please
sider the issue carefully, including the impact such changes have had on other islands in Puget
id. Here's a web link to a perspective from Anderson Island that is very much worth your
ew and consideration: <http://www.linetime.org/andersonisland.cfm>.

lk you!

d Wertheimer

d Wertheimer, 4440 South Shore Drive, Anacortes, WA 98221

0938

112

ax Money for Guemes Ferry Expansion!
ted: Saturday, May 20, 2006 7:44:53 AM
: tellthem@taxbite.org (tellthem@taxbite.org)
commissioners@co.skagit.wa.us

Page 1 of 1

Sent: 10/30/05 04:37 PM
Received: 10/30/05 04:37 PM

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

I 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.

Let's save our tax money for projects useful to the whole county, or better yet, let us keep it.

John Ross, 4099 San Juan Blvd., Anacortes

Please post my message onTaxBite!

0939

113

Tax Money for Guemes Ferry Expansion!

ated: Saturday, May 20, 2006 7:44:47 AM

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

commissioners@co.skagit.wa.us

Page 1 of 1

Sent: 10/31/05 06:42 PM

Received: 10/31/05 06:42 PM

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

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

We should save our tax money for projects useful to the whole county, or better yet, let us keep it as a change.

Ken d. avery, 8178 fish hatchery rd. mablemount

0940

114

Tax Money for Guemes Ferry Expansion!

Page 1 of 1

nted: Saturday, May 20, 2006 7:44:40 AM

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

: commissioners@co.skagit.wa.us

Sent: 10/31/05 08:12 PM

Received: 10/31/05 08:12 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.
resources in Skagit County are limited. Expanding Guemes ferry service spends too much for the
benefit of too few.

With the limited number of people living on the island, I think all steps should be taken to hold
down the costs of this ferry. I think with the limited number of passengers using the ferry,
tickets could be sold through an agency, such as a store, eliminating the need for a fourth
employee. A dispensing machine might be another way to handle the sale of tickets.

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

Ter B. Mercer, 16867 Peterson Road, Burlington

, Please post my message onTaxBite!

0941

115

Tax Money for Guemes Ferry Expansion!

Page 1 of 1

dated: Saturday, May 20, 2006 7:44:34 AM

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

commissioners@co.skagit.wa.us

Sent: 11/03/05 05:26 PM

Received: 11/03/05 05:26 PM

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

I 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.

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

John Rombeek and Edward Rombeek, 7378 Ocean Acres Lane, Guemes Island, Anacortes WA 98221

0942

116

Tax Money for Guemes Ferry Expansion!
dated: Saturday, May 20, 2006 7:44:28 AM
to: tellthem@taxbite.org (tellthem@taxbite.org)
commissioners@co.skagit.wa.us

Page 1 of 1

Sent: 11/03/05 07:30 PM
Received: 11/03/05 07:30 PM

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

am concerned about the costs and impact on our taxes of expanding Guemes Island ferry service.
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 it.

Harold D. Whalen, 12417 Gull Drive Burlington, WA. 98233

0943

117

Tax Money for Guemes Ferry Expansion!

Page 1 of 1

nted: Saturday, May 20, 2006 7:44:20 AM

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

Sent: 11/21/05 10:01 PM

commissioners@co.skagit.wa.us

Received: 11/21/05 10:01 PM

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

am concerned about the costs and impact on our taxes of expanding Guemes Island ferry service. 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 it.

Israel Lea, 18556 Chanterelle Lane, Mount Vernon, 98274

094

118

1. NEW SCHEDULE

Stimulus Schedule: May 1 through Tuesday after Labor Day

	Trips	Mon - Thurs	Friday	Saturday	Sun & Holidays
Morning	1.0	6:30 AM	6:30 AM	6:30 AM	
	2.0	7:00 AM	7:00 AM	7:00 AM	7:00 AM
	3.0	7:30 AM	7:30 AM	7:30 AM	7:30 AM
	4.0	8:00 AM	8:00 AM	8:00 AM	8:00 AM
	5.0	8:30 AM	8:30 AM	8:30 AM	8:30 AM
	6.0	9:00 AM	9:00 AM	9:00 AM	9:00 AM
	7.0	9:45 AM	9:45 AM	9:45 AM	9:45 AM
	8.0	10:15 AM	10:15 AM	10:15 AM	10:15 AM
	9.0	10:45 AM	10:45 AM	10:45 AM	10:45 AM
	10.0	11:05 AM	11:05 AM	11:05 AM	11:05 AM
	11.0	11:25 AM	11:25 AM	11:25 AM	11:25 AM
	12.0	11:45 AM	11:45 AM	11:45 AM	11:45 AM
Mid Day					
	13.0	1:00 PM	1:00 PM	1:00 PM	1:00 PM
	14.0	1:20 PM	1:20 PM	1:20 PM	1:20 PM
	15.0	1:40 PM	1:40 PM	1:40 PM	1:40 PM
	16.0	2:00 PM	2:00 PM	2:00 PM	2:00 PM
	17.0	2:40 PM	2:40 PM	2:40 PM	2:40 PM
	18.0	3:00 PM	3:00 PM	3:00 PM	3:00 PM

Afternoon

19.0	3:20 PM	3:20 PM	3:20 PM	3:20 PM
20.0	3:45 PM	3:45 PM	3:45 PM	3:45 PM
21.0	4:05 PM	4:05 PM	4:05 PM	4:05 PM
22.0	4:25 PM	4:25 PM	4:25 PM	4:25 PM
23.0	4:45 PM	4:45 PM	4:45 PM	4:45 PM
24.0	5:05 PM	5:05 PM	5:05 PM	5:05 PM
25.0	5:25 PM	5:25 PM	5:25 PM	5:25 PM
26.0	5:45 PM	5:45 PM	5:45 PM	5:45 PM
27.0	6:05 PM	6:05 PM	6:05 PM	6:05 PM

Evening

28.0	6:40 PM	6:40 PM	6:40 PM	
29.0	7:00 PM	7:00 PM	7:00 PM	
30.0	7:20 PM	7:20 PM	7:20 PM	
31.0	8:30 PM	8:30 PM	8:30 PM	
32.0	9:00 PM	9:00 PM	9:00 PM	
33.0	9:30 PM	9:30 PM	9:30 PM	
34.0	10:00 PM	10:00 PM	10:00 PM	
35.0	10:30 PM	10:30 PM		
36.0	11:00 PM	11:00 PM		
37.0	12:00 AM	12:00 AM		

Final Task Force Recommendations

Guemes Island Ferry

Page 8

Schedule & Fare Policy Analysis Task Force



0945

49

1. NEW SCHEDULE

Winter Schedule (Wednesday After Labor Day - Thursday Before Christmas)

	Trip	Mon - Thurs	Friday	Saturday	Sun & Holidays
Morning	1.0	6:30 AM	6:30 AM	6:30 AM	
	2.0	7:00 AM	7:00 AM	7:00 AM	7:00 AM
	3.0	7:30 AM	7:30 AM	7:30 AM	7:30 AM
	4.0	8:00 AM	8:00 AM	8:00 AM	8:00 AM
	5.0	8:30 AM	8:30 AM	8:30 AM	8:30 AM
	6.0	9:00 AM	9:00 AM	9:00 AM	9:00 AM
	7.0	9:45 AM	9:45 AM	9:45 AM	9:45 AM
	8.0	10:15 AM	10:15 AM	10:15 AM	10:15 AM
	9.0	10:45 AM	10:45 AM	10:45 AM	10:45 AM
Mid Day	10.0	11:05 AM	11:05 AM	11:15 AM	11:15 AM
	11.0	11:25 AM	11:25 AM		
	12.0	11:45 AM	11:45 AM	11:45 AM	11:45 AM
	13.0	1:00 PM	1:00 PM	1:00 PM	1:00 PM
	14.0	1:20 PM	1:20 PM	1:30 PM	1:30 PM
	15.0	1:40 PM	1:40 PM		
	16.0	2:00 PM	2:00 PM	2:00 PM	2:00 PM
	17.0	2:40 PM	2:40 PM		
	18.0	3:00 PM	3:00 PM	3:00 PM	3:00 PM

Afternoon

19.0	3:20 PM	3:30 PM	3:30 PM	3:30 PM
20.0	3:45 PM	3:45 PM		
21.0	4:05 PM	4:05 PM	4:00 PM	4:00 PM
22.0	4:25 PM	4:25 PM	4:30 PM	4:30 PM
23.0	4:45 PM	4:45 PM		
24.0	5:05 PM	5:05 PM	5:00 PM	5:00 PM
25.0	5:25 PM	5:25 PM	5:30 PM	5:30 PM
26.0	5:45 PM	5:45 PM		
27.0	6:05 PM	6:05 PM	6:00 PM	6:00 PM

Evening

28.0		6:40 PM		
29.0		7:00 PM	7:00 PM	7:00 PM
30.0		7:20 PM	7:30 PM	7:30 PM
31.0		8:30 PM	8:30 PM	8:30 PM
32.0		9:00 PM	9:00 PM	9:00 PM
33.0		9:30 PM	9:30 PM	9:30 PM
34.0		10:00 PM	10:00 PM	10:00 PM
35.0		10:30 PM	10:30 PM	
36.0		11:00 PM	11:00 PM	
37.0		12:00 AM	12:00 AM	



Guemes Island Ferry

Schedule & Fare Policy Analysis Task Force

Final Task Force Recommendations

Page 9

50

2. REVENUE REQUIREMENT

Balance taxpayer and ferry customer responsibility

HOW ARE FARES DETERMINED NOW?

Ferry expenditures are covered by a combination of County funds, a vehicle reimbursement from the State and a County contribution from the County Road Fund (which in turn comes from the Motor Vehicle Fuel Tax, the Pay and other Road Fund sources).

The revenue required from ferry fares is based on a formula developed in 1962 and amended in 1989, as included in County Resolution 1989-01, which states:

Revenue from ferry fares shall be equal to:

- 85% of ferry crew wages and

REVENUE TARGET OBJECTIVE

As the Task Force discussed the policy basis for setting the fare revenue requirement, the following principles emerged:

- **Equity Considerations.** The fare revenue requirement policy must address the equity of how cost responsibilities are split between the users of the system and the County taxpayers.
- **Bridge Analogy.** From a policy perspective, the Guemes Island Ferry has been considered a county bridge, though one with unique features that requires a toll to equitably distribute the cost of providing this service. The analogy provides a policy basis for supporting both a requirement for fares as well as a basis for the commitment of County Road Fund resources.
- **The Bridge Analogy and the Fare Requirement.** Taxpayers are responsible for 100% of the cost of the capital and maintenance of bridges in the County. Ferry costs that are not typically associated with a bridge should be recoverable

...not typically associated with a bridge should be recoverable through fares. This premise is easy to explain, intuitive and has served as the traditional way of explaining which costs are paid with fare revenue.

Considerations in assessing the current application of the Bridge Analogy:

- **Current Fare Revenue Target Policy.** The current policy is not fully consistent with the Bridge Analogy intent – only 88% of crew wages and benefits are currently eligible for fare recovery.
- **Deductions for Ferry Tax Revenues.** Resolution 11939 deducts State funding for ferries (attributable motor fuel tax) and a three-year average of the deficit reimbursement from eligible ferry costs to determine the fare revenue target. Given that these revenues would not be available to Skagit County without the presence of the ferry, the Task Force is in agreement that it is appropriate to deduct these from fare eligible ferry costs before determining the fare revenue target.



2. REVENUE REQUIREMENT

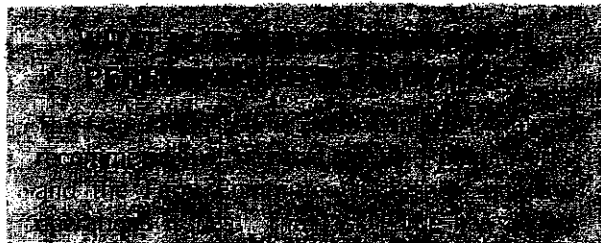
Balance Employer and Ferry Customer Responsibility

RECOMMENDED CHANGES IN FORMULA

The Task Force endorses the concept of the Bridge Analogy and recommends that the current formula be changed to be consistent with the policy basis.

- Revenue from ferry fares should equal:
 - 100% of ferry crew wages and benefits
 - plus 100% of fuel and insurance costs
 - plus 100% Ferry Manager's time spent at the dock (excludes administrative time)
 - less the sum of a 3-year average of State funding for ferries (MVFT for ferry operations) and 3-year average of State Deficit Reimbursement

Phasing in the Changes. The Task Force recognizes that this change, if implemented all at once, would result in significant impacts on fares. As a result, it is recommended that the change in the fare revenue target formula should be phased in over time. At this time, the Task Force will recommend a



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Final Task Force Recommendations

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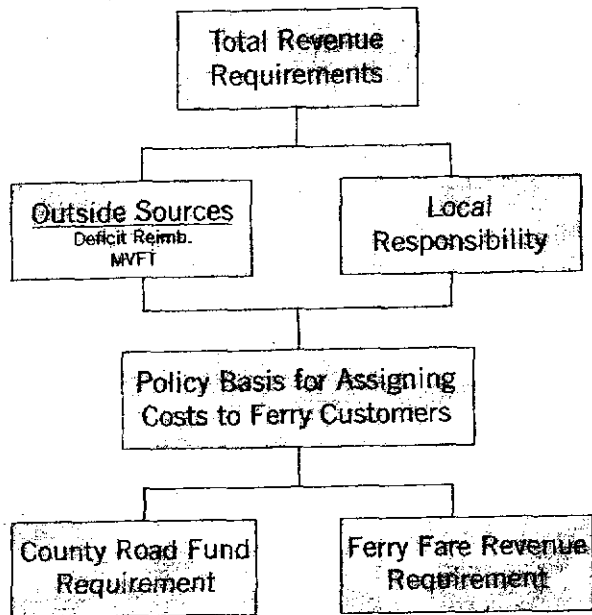
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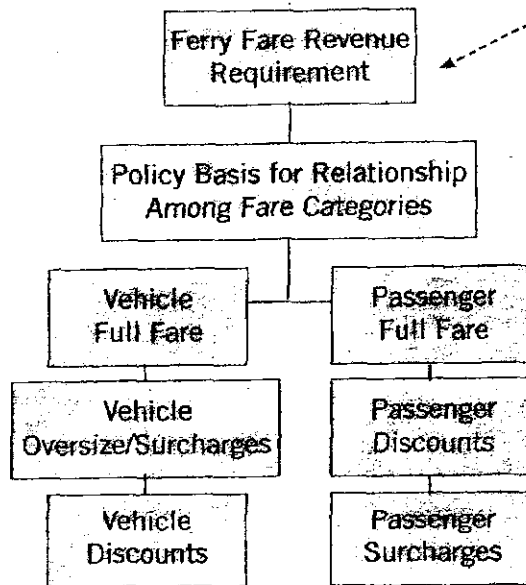
FARE POLICY FRAMEWORK

Equity Among Taxpayers & Customers Among Taxpayers

EQUITY AMONG TAXPAYERS & FERRY CUSTOMERS



EQUITY AMONG CLASSES OF FERRY CUSTOMERS



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3. FARE STRUCTURE CHANGES

Define Equity Among Customers

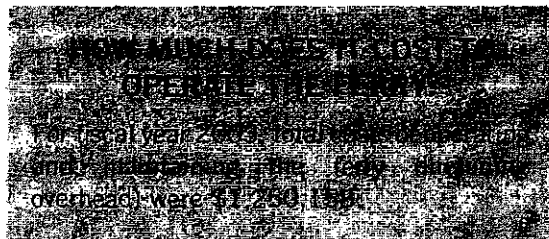
POLICY ELEMENTS OF A FERRY FARE STRUCTURE

- **Base Fare** establishes the full cash fare for each mode of travel. This should form the basis from which all other fares are derived.
- **Discounts** are provided to customers to promote desirable travel behavior or to certain groups, such as frequent users, youth, seniors or disabled passengers. Depending on the fare media, discounts may have an added efficiency benefit at the point of sale. Pre-paid frequent user passes can reduce cash handling at the ferry dock reducing through put time.
- **Peak/Non Peak.** During high-use times when space is at a premium, the service provider may increase rates. A peak charge for passage corresponds to a seasonal peak in ridership.
- **Size Considerations.** Vehicle fares generally have some relationship to the space that the vehicle will occupy on board the vessel. Larger vehicles are assessed higher fares and smaller vehicles, like motorcycles, are charged less than the base car and driver fare.

FARE STRUCTURE PRINCIPLES

As the Task Force discussed the fare structure, members agreed to the following principles:

- To reduce customer confusion, where possible, fare categories should be consistent with WSF and other ferry or transit systems.
- To the maximum extent possible, the fare structure should consider operational impacts, in particular the needs for efficient ticket processing, and impact of oversize vehicles on loading efficiency.
- Fares should be applied and enforced on a consistent basis.
- Vehicles should pay in proportion to the space they consume.



Guemes Island Ferry

Schedule & Fare Policy Analysis Task Force

Final Task Force Recommendations

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3. FARE STRUCTURE CHANGES

DEER CREEK AVENUE, EASTON

VEHICLE FARE STRUCTURE RECOMMENDATIONS

The most precious commodity on the ferry is the available deck space. As such, customers should pay in proportion to the amount of deck space that they consume.

- **Standard Car and Driver Fare.** The standard car and driver fare is applied to vehicles 20 feet and under, and up to 8 feet 6 inches wide.
- **Overlength Fares.** For each five foot increment over the standard length, vehicles will be assessed 25% of the standard fare. Because of potential loading limitations, vehicles longer than 25 feet will be assessed an additional portion of the base fare for each five foot increment beyond the standard length of 20 feet. Overlength fares apply to vehicles carrying lumber, with trailers, hitches, bike racks or other materials that extend the vehicle beyond the standard unit.
- **Overwidth Fares.** Vehicles wider than the standard 8 feet 6 inches will be charged double the applicable vehicle fare.
- **Motorcycle Fares.** The motorcycle fare is equal to half the standard vehicle fare. A motorcycle over 10 feet in length (such as a motorcycle with trailer), is considered overlength and will charged the standard car and driver fare.
- **Bicycle.** Bicycle surcharge of \$0.75 will be assessed in summer on adult cash fares. Travelers using a frequent user card will be exempt from the bicycle surcharge.
- **Stowage.** A stowage fee equal to the motorcycle fare will be assessed to all kayaks and similarly sized

items requiring stowage by a walk-on passenger.

- **Trailer.** The Task Force recommends eliminating the trailer category. Vehicles with trailers would pay based on overall length.
- **Logging Trucks.** The Task Force recommends continuing the current policy of setting the fare for stacked logging trucks equivalent to vehicles 65 feet in length.

SUMMER SURCHARGE RECOMMENDATIONS

There is a significant level of seasonality in the Guemes Island Ferry ridership, with much higher demand in the summer months than during other parts of the year. This reality has been recognized historically with a summer surcharge that is applied to vehicle cash fares from May 1 to September 30. The surcharge is an additional \$1.00 added to the applicable base cash fare. Travelers using frequent user cards are exempt from the surcharge.

The Task Force concluded that the summer surcharge is a good policy, but the current approach is not consistent with vehicles paying in proportion to the amount of deck space they use. As a result, the Task Force recommends the summer surcharge be changed from a flat \$1.00 to 25% of the applicable base season cash vehicle fare. Citing the significant drop off of vehicular traffic after Labor Day, the Task Force also recommends the summer peak period be changed to end the Tuesday following Labor Day.



3. FARE STRUCTURE CHANGES

Disparity Among Customers

PASSENGER FARE STRUCTURE RECOMMENDATIONS

- **Standard Passenger Fare.** The standard passenger fare is applied to persons 18 to 65 years of age.
- **Youth Fares.** Youth, 6-18 years of age, are afforded a 50% discount from the standard passenger fare. Children under the age of 6 travel free of charge. Students making school-related trips will be given a special school pass, allowing students to make free school-related trips.
- **Senior and Disabled Passenger Discounts.** A 50% discount from the standard passenger fare is proposed for seniors, age 65 and older. In addition, disabled passengers are afforded a 50% discount from the base passenger fare. A senior/disabled vehicle fare (the base vehicle fare less 50% standard passenger fare) would also be available. It is necessary to offer a 50% discount to seniors and disabled passengers to preserve the option of potential future federal transportation capital funding.

CHARTER & EXTRA SERVICE OUTSIDE OF SCHEDULED SAILINGS RECOMMENDATIONS

Special runs are offered to accommodate additional service needs and does not include base fares for passage. With the exception of the Charter Rate, emergency medical service (EMS) or fuel runs, any vehicle or passenger wishing to travel (as space allows) may do so after paying the appropriate fare if a special run is provided. The price for special runs and charter fares are based on full cost recovery for these extra services.

- An **Extended Run Rate** of \$100 is available for the first trip beyond the schedule day. This rate assumes a one-hour minimum and that the crew is readily available and does not need to be called in to provide the service. Passengers and vehicles also must pay regular fares for passage.
- After any extended runs or before the first trip in a schedule day, a **Guemes Special Rate** of \$315 is available. This rate assumes a three-hour minimum and that the crew must be called in to provide the service. Passengers and vehicles also must pay regular fares for passage.
- A **Charter Rate** of \$1,000 for the minimum three-hour period and \$325 for each additional hour to those wishing to charter the vessel outside of normal crew hours. This is based on total cost to run the vessel, plus a 50% mark up.
- The following exemptions were also recommended:
 - o School rates remains at the current rate of \$175 plus fare for each passenger/vehicle. If an overload occurs, the District should not be charged for additional trips.
 - o Fire or medical vehicles be allowed free passage.
 - o Sheriff vehicles be assessed the current rate of \$175 plus appropriate base fare.
 - o Puget Sound Energy be assessed the Guemes Special Rate of \$315 plus appropriate base fare.



Guemes Island Ferry

Final Task Force Recommendations

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3. FARE STRUCTURE CHANGES

RECOMMENDED FREQUENT USER POLICIES

Approximately 85% of all trips are made using a frequent user card. The Task Force affirms the general intent of the current policy, but recommends offering a 50% discount to regular commuters. Customers traveling less frequently would have access to other frequent user options, however the amount of the discount would be adjusted based on the frequency of travel. The following table contains the proposed discount rates:

Discount Option	Number of Trips	Duration	Discount from Base Fare	Pass Price	Effective Rate Per Trip
Car & Driver	20 trip	90 days	50%	\$57.50	\$2.88
	10 trip	90 days	37%	\$36.50	\$3.65
Motorcycle	20 trip	90 days	50%	\$30.00	\$1.50
	10 trip	90 days	37%	\$19.00	\$1.90
Passenger	25 trip	365 days	50%	\$18.75	\$0.75
Annual Disabled Pass	unlimited	One year		\$25.00	

- Passengers traveling on frequent user passes may stow a bicycle without a surcharge.
- Frequent user cards would be non-refundable. Vehicle frequent user cards are non-transferable.

4. 2004 FARE PROPOSAL

Meet Revenue Need of System

RECOMMENDED FARE INCREASE

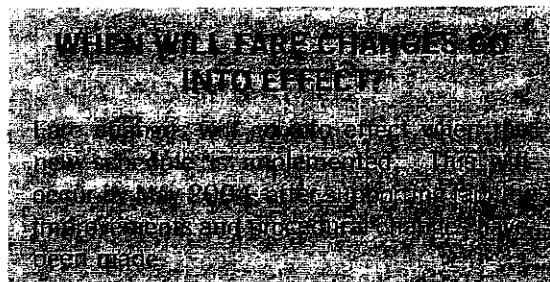
For fiscal year 2003 (July 2002-June 2003), fare revenue was approximately \$400,000. The proposed change in the fare revenue requirement formula would result in a fare revenue requirement of approximately \$640,000, a 62% increase. The Task Force recommends a 2004 Fare Change to be Phase 1 in a multi-year implementation of the proposed fare revenue target policy changes.

The 2004 Fare Proposal is based on meeting a revenue target of \$500,000 (a 25% increase in revenue), which is based on the current formula (Resolution 11939) less the cost of the 4th crewmember. To meet this revenue requirement the following are recommended:

- The standard car & driver fare would be increased from \$5.25 to \$5.75.
- The standard passenger fare would be increased from \$1.25 to \$1.50.
- May 1 through the Tuesday following Labor Day, a summer surcharge will be assessed to all vehicle cash fares, including motorcycles. The peak period surcharge is 25% of the applicable base season vehicle fare.
- Implement the structural changes discussed on the previous pages, except where such changes would result in fares lower than 1989 for similarly defined fare categories. In these cases, fares

would result in fares lower than 1989 for similarly defined fare categories. In these cases, fares would remain constant to be consistent with State law.

Subsequent phases would be developed in the Operation and Performance Roundtable process and will take into account the actual impacts of Phase 1 fare implementation and changes to the schedule policies.



4. 2004 FARE PROPOSAL

VEHICLE FARES

		CURRENT		PROPOSED		
		Base	Peak	Base	Peak	
Cash Fares	Car & Driver	\$5.25	\$6.25	Car & Driver	\$5.75	\$7.25
				Sr./Disabled	\$5.00	\$6.50
	Motorcycle	\$2.00	\$2.00	Motorcycle	\$3.00	\$3.75
				Motorcycle overlength	Equal to motorcycle fare	
Oversize	Truck 20 < 25	\$7.00	\$8.00	Vehicle 20 < 25	\$7.25	\$9.25
	Truck 25 < 30	\$9.00	\$10.00	Vehicle 25 < 30	\$9.50	\$12.00
	Truck 30 < 35	\$10.50	\$11.50	Vehicle 30 < 35	\$12.25	\$15.50
	Truck 35 < 45	\$14.00	\$15.00	Vehicle 35 < 40	\$15.00	\$18.75
				Vehicle 40 < 45	\$18.25	\$23.00
	Truck 45 < 55	\$18.00	\$19.00	Vehicle 45 < 50	\$21.75	\$27.25
				Vehicle 50 < 55	\$25.50	\$32.00
	Truck 55 < 65	\$25.00	\$26.00	Vehicle 55 < 60	\$29.50	\$37.00
				Vehicle 60 < 65	\$33.75	\$42.25
	Each 1 ft. increment over 65 ft.	\$0.50	\$0.50	Each 5 ft. increment over 65 ft.	\$3.00	\$3.75
	Trailer < 12	\$3.50	\$3.50	Overwide charge	Equal to 100% length charge	
	Trailer 13 < 20	\$5.25	\$5.25	No trailer category - vehicles with trailers pay based on overall length		
	Trailer over 20 per ft.	\$0.50	\$0.50			
Frequent Use	25 C & D ticket (120 days)	\$46.25		20 trip C&D pass (90 days)	\$57.50	
				10 trip C&D pass (90 days)	\$37.50	

13 C & D ticket (120 days)

\$33.80

10 trip Motorcycle (90 days)

\$30.00

20 trip Motorcycle (90 days)

\$30.00

10 trip Motorcycle (90 days)

\$19.50

Miscellaneous	Charter (after hours)	\$175.00	\$175.00	Charter rate (3 hr. min.)	\$1,000.00	\$1,000.00
				\$ per hr, each additional hr.	\$325.00	\$325.00
	Special trip	\$50.00	\$50.00	Guemes special	\$315.00	\$315.00
				Extended run (1 run at end of day)	\$100.00	\$100.00
				Bicycle surcharge	\$0.00	\$0.75
				Stowage fee	\$3.00	\$3.75

PASSENGER FARES

		CURRENT	PROPOSED	
		Base	Base	
Cash Fares	Cash fare	\$1.25	Cash fare	\$1.50
			Sr./disabled	\$0.75
	Child (6-high school)	\$0.50	Youth (6-18 years)	\$0.75
	Under age 6	No charge	Under age 6	No charge
Frequent Use	Adult (25 trips/365 days)	\$18.75	25 trip passenger pass (365 days)	\$18.75
	Child (25 trips/365 days)	\$6.25	Student Commuter	School pass - no charge
	Disabled Annual Pass	\$25.00	Disabled Passenger Pass	\$25.00

Final Task Force Recommendations

Guemes Island Ferry



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Schedule & Fare Policy Analysis Task Force

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DRAFT PROPOSED 2004 WORKPLAN

The Operations and Management Analysis recommended an ongoing forum for Public Works and the Ferry Committee to discuss and resolve operations and performance issues. The Task Force has added to this concept by recommending that an Operations and Performance Roundtable be established through County Resolution to address issues associated with implementation of the Task Force recommendations and on-going operations and performance issues. The current list of issues for the Roundtable include:

- Develop and adopt Roundtable working guidelines
- Implementation of the Task Force recommendations
 - o Dock changes to facilitate loading (restriping; separating passengers & vehicles)
 - o Development of frequent user media
 - o Signage, information and communication improvements at the dock
 - o Final operating procedures for 3 and 4 person crews to ensure compliance with Auditor requirements
 - o Procedures for enforcing policy for last run on Monday through Thursday

- Development of a regular performance reporting mechanism to track progress in implementing recommendations of the Operations Management Analysis and the Task Force
- Development of a passenger enhancement program with measurable goals to encourage more walk-on and passenger use of the ferry
- Monitoring impacts of schedule and fare changes
- Issues related to the biennial ferry haul out
- Transportation demand management issues
- Passenger and bicycle passage procedures and policies
- Parking lot and passenger enhancement issues
- On-going issues of customer service
- Development of standards and criteria for implementation of additional fare increases toward the target goal of 100% of crew wages and benefits
- Other items to be determined on an on-going basis



SKAGIT COUNTY
Resolution # R20040054

Page 1 of 3

RESOLUTION NO. _____

A Resolution Regarding the Establishment of a Policy for Setting the Fare Revenue Requirement of the Guemes Island Ferry

Whereas, Skagit County operates the Guemes Island Ferry between Anacortes, Washington and Guemes Island; and

Whereas, there is a recognized need to define revenue sources to fund this service; and

Whereas, Resolution No. 11939, dated February 27, 1989, established such policy effective February 27, 1989; and

Whereas, the Skagit County Board of County Commissioners (Board) approved Resolution No. R20030074 on March 11, 2003 which established the Guemes Island Ferry Schedule and Fare Task Force (Task Force) to provide recommendations to the Board of County Commissioners pursuant to the Guemes Island Ferry Operations Management; and

Whereas, on December 22, 2003 the Task Force formally presented its recommendations to the Board during a Public Hearing; and

Whereas, the Task Force endorsed three foundational principles setting an equitable fare revenue requirement; to wit,

Equity considerations – The fare revenue requirement policy must address the equity of how cost responsibilities are split between the users of the system and County taxpayers, and

Bridge analogy – The Guemes Island Ferry System should be considered a County bridge, though one with unique features that requires a toll to equitably distribute the cost of providing this service. (The analogy provides a policy basis for supporting both a requirement for fares as well as a basis for the commitment of County Road Fund resources), and

Fare requirement – Taxpayers are responsible for 100% of the cost of the capital and maintenance of bridges in the County. Ferry costs that are not typically associated with a bridge should be recoverable through fares. (This premise is easy to explain, intuitive and has served as the traditional way of explaining which costs are paid with fare revenue.)

Whereas, the Task Force endorsed the concept of the Bridge Analogy and recommended that the current fare revenue requirement formula be changed to be consistent with said analogy; and

Attachment 3

Whereas, the Task Force recommended an approach that phases in, over a period of several years, raising the ferry user fare revenue requirement.

Now Therefore Be It Resolved, that Resolution No. 11939 be rescinded, and that the policy goal for setting the fare revenue requirement and fully implementing the Bridge Analogy shall be equal to following formula,

Revenue from ferry fares should be equal to 100% of ferry crew wages and benefits plus 100% of fuel and insurance costs plus 100% of the Ferry Manager's time spent at the dock (excludes administrative time) less the sum of the 5-year average of State funding for ferries (Motor Vehicle Fuel Tax) and the 5-year average of State Deficit Reimbursement.

Be It Further Resolved that the 2004 fare revenue requirement will be Phase 1 in a multi-year implementation of the new fare revenue target policy and will be determined using the following formula,

Revenue from ferry fares should be equal to 88% of ferry crew wages and benefits (less the cost of the 4th crewman) plus 100% of fuel and insurance costs plus 100% of the Ferry Manager's time spent at the dock (excluding administrative time) less the sum of the 5-year average of State funding for ferries (Motor Vehicle Fuel Tax) and the 5-year average of State Deficit Reimbursement.

Be It Further Resolved that subsequent phases that continue the implementation of the fare revenue policy goal will only be enacted through separate resolutions passed by the

fare revenue policy goal will only be achieved through regular reporting to the Board and will be based on recommendations from the Operations and Performance Roundtable and after successful implementation of the Phase 1 fare and schedule recommendations.

Be It Further Resolved that an annual ferry operations and performance report will be delivered to the Board by no later than November 1 of each year, indicating whether collected fare revenue has met the policy target. The report will also identify progress and recommended next steps in the implementation of the fare revenue policy goal. The first of these reports is due November 1, 2005.

WITNESS OUR HANDS AND THE OFFICIAL SEAL OF OUR OFFICE this

9th day of February 2004.

BOARD OF COUNTY
COMMISSIONERS
SKAGIT COUNTY, WASHINGTON

Ted W. Anderson
Ted W. Anderson, Chairman

Don Munks
Don Munks, Commissioner

Kenneth A. Dahlstedt
Kenneth A. Dahlstedt, Commissioner

ATTEST:

Anna Gibson
Clerk of the Board



RESOLUTION NO. _____

SKAGIT COUNTY
Resolution # R20040393
Page 1 of 4

A Resolution Establishing the Guemes Island Ferry Operations and Performance Roundtable

Whereas, Skagit County operates the Guemes Island Ferry between Anacortes, Washington and Guemes Island; and

Whereas, it is in the mutual interests of Skagit County and Guemes Island ferry riders to have a structured process to address ferry planning, management, policy and operations needs, issues and concerns; and

Whereas, in December 2003 the Skagit County Board of Commissioners accepted the final recommendations of the "Guemes Island Ferry Schedule and Fare Task Force" that included the creation of an Operations and Performance Roundtable; and

Whereas, both Skagit County and the Guemes Island Ferry Committee have expressed a desire to develop an effective consultative, collaborative and coordinative relationship, which will in turn best serve the interests of Guemes Island Ferry riders;

Now, Therefore Be It Resolved, that the Board of County Commissioners, seeking to allow for regular and structured discussion of planning and operational issues associated with the effective operation of the Ferry hereby creates the Operations and Performance Roundtable (Roundtable).

Be It Further Resolved, that the Roundtable will be the forum for Skagit County Public Works and the Guemes Island Ferry Committee to come together and address ferry issues of mutual interest, and that these meetings are open to the public for input.

Be It Further Resolved, that the Skagit County Public Works Department and the Guemes Island Ferry Committee will have the following Roundtable responsibilities, as appended hereto as Attachment "A", and at the direction of the Skagit County Board of Commissioners.

Attachment 4

WITNESS OUR HANDS AND THE OFFICIAL SEAL OF OUR OFFICE this 8th day
of November 2004.

BOARD OF COUNTY
COMMISSIONERS
SKAGIT COUNTY, WASHINGTON



Ted W. Anderson
Ted W. Anderson, Chairman

Don Munk
Don Munks, Commissioner

Kenneth A. Dahlstedt
Kenneth A. Dahlstedt, Commissioner

ATTEST:

Kimberly C. [Signature]
Clerk of the Board

SKAGIT COUNTY
Resolution # R20040393
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Attachment "A"

ROUNDTABLE OPERATING PRINCIPLES

Purpose

The Guemes Island Ferry Roundtable is a forum for an effective consultative, collaborative and coordinative relationship between Skagit County Public Works and the Guemes Island Ferry Committee with respect to policy decisions affecting the Guemes Island Ferry service.

Roles and Responsibilities

The Skagit County Public Works Department will have the following Roundtable responsibilities:

- In collaboration with Ferry Committee members, develop an annual work plan for the Roundtable, and present it to the County Board of Commissioners on an annual basis.
- Generally meet bi-monthly with the Ferry Committee, but at a minimum, four times annually or as required, at a regularly scheduled time.
- Develop meeting agendas that encompass the issues and suggestions of the Ferry Committee, and circulate the draft meeting agenda to all Roundtable participants in advance of each meeting.
- Provide the necessary information and analysis for effective discussion of policy, operational and financial issues of concern and represent management's perspective in the resolution of these issues.

- the resolution of these issues.
- Regularly provide the Ferry Committee with information on Ferry performance and key issues as agreed to in the Committee's working guidelines.
 - Report to the County Board of Commissioners on a semi-annual basis on progress and performance in meeting the workplan objectives and elements. The fall meeting will include the financial performance evaluation.
 - Assume responsibility for Roundtable meeting planning and logistics. Prepare meeting summaries. Post meeting times, locations and meeting summaries at the Ferry Terminals and on the County's web site.

The Guemes Island Ferry Committee will have the following Roundtable responsibilities:

- Meet regularly with Skagit County Public Works staff to discuss policy, operating and financial issues relating to the Guemes Island Ferry, and advise the County on the perspectives of Guemes Island ferry riders.
- Convey issues of concern and areas for improvement on behalf of islanders to the County's Public Works staff, and work collaboratively with staff in addressing those concerns.
- Serve as the County's "eyes and ears" on Guemes Island, and share information regarding Ferry issues with Islanders.
- Together with Public Works staff, brief the County Commission on Ferry Committee issues and activities on a semi-annual basis.

SKAGIT COUNTY
Resolution # R20040393

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- Sponsor and attend community meetings on Guernes Island to share and solicit information on Ferry issues.
- The Ferry Committee will accept written concerns and recommendations from the ridership and bring them forward to the roundtable for consideration as appropriate.

Meetings

The Roundtable public participation:

- The public is invited to attend and observe the Guernes Island Ferry Committee and Public Works Roundtable working meetings.
- There will be a 15 minute public comment period set aside at the beginning of every Roundtable meeting to allow input from those members of the public in attendance.

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F R I E N D S O F G U E M E S I S L A N D

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 Gonsandt

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

Kelly Linnemann

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

- proposed changes to the Guemes Island ferry level of service.
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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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

Skagit County BOCC
1800 Continental Place
Mount Vernon, WA 98273

Dear Board of County Commissioners:

I am submitting this letter on behalf of the Board of Directors of Friends of Guemes Island (FGI) and our 190 paid members.

At a meeting of the FGI Board of Directors on April 22, 2006, we formally endorsed and adopted in their entirety the comments previously submitted by Roz Glasser in her April 18, 2006 letter to the Skagit County Planning & Development Services regarding the 2005 Comprehensive Plan update. We have attached a copy of these comments for your convenience.

More specifically, we note that Carolyn [unclear] [unclear] [unclear]

Kelly Linnemann

more specifically, we note that Comprehensive Plan Policy Update 9A-8.7, which recommends that the Regional Transportation Planning Organization establish level of service standards for ferry service, has been deleted. When this omission is coupled with the new subsection (d) of policy 8A-5.2, it appears to be a clear attempt to support the extension of ferry service hours in a manner that is contrary the Growth Management Act.

We would like to be as clear as possible that FGI is opposed to any policy that supports extension of operating hours for the Guemes Island Ferry.

It is our carefully informed opinion that the potential adverse impacts of any proposed extension must be addressed in an Environmental Impact Statement prior to the implementation of any extension in operating hours.

Sincerely,

Gary Davis
President

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

cc: Skagit County Planning Commission
Gus McNally
Gerald Steel, Attorney at Law

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