

Guemes Island Ferry Terminal Modifications Project

City of Anacortes Neighborhood Meeting, January 6, 2022

Introductions

- Emily Morgan (City of Anacortes)
- Rachel Rowe introduced herself and other Skagit County team members
- Jake Gerlach (Glosten)
- Marlene Meaders (Confluence)

Project Introduction

- Ferry terminal replacement program: two parts (ferry replacement and ferry terminal modifications)

Presentation (Marlene)

- We have submitted the federal permits and this meeting is in preparation for submittal of the local jurisdiction applications

Questions/Discussion

- From Sue Skillman and Phil Fenner: timeline for on-site work?
 - Jake: June 2023 through August 2024, dependent on permitting timeline
 - Actual in-water work projected for the first and second quarters of 2024
 - Rachel: significant interruptions in service are not expected
- From Sue Skillman and Phil Fenner: can you please describe if passenger loading/unloading will look any different from currently? I.e., is there any better protection for walk-ons from car traffic?
 - Rachel: This is one of the improvements associated with the project, loading apron will be modified to allow for a separate walking lane for pedestrians – this allows for concurrent loading of vehicles and passengers
 - There may be some revision to the staging area on land
- From Bud Ullman: Could you please explain again what the scope of Confluence's work on the project is now, and whether it is expected to expand? Thanks very much.
 - Marlene: Current scope is the environmental permitting: state, federal, and local permitting
 - Also making sure we are coordinated, working closely with Rachel and Jake
- From Art Thomson (NAI Puget Sound Properties): On the Anacortes side plan view, can you point out where the waiting ticket area building is?
 - Marlene pulled up the slide and Rachel explained where the ticketing booth
- From John R Wilkinson: Given that sand buildup is occurring at the terminal, will plans include wing wall upgrades to prevent further sand migration from the west beach etc.
 - Rachel: bathymetric surveys have been done
 - That was done to look at the sand buildup and make sure that there will be enough draft for the new ferry
- From Eric Jolley: What is the current plan for disposition of the current ferry?

- Rachel: We are several years out from vessel construction, but have been in contact with Whatcom County about keeping the vessel for use in the case of planned or unplanned maintenance for both counties
- From Sue Skillman and Phil Fenner: Are there any additional pilings required?
 - Marlene: displayed summary table showing new piles proposed at each terminal
- From Leonard and Lorena Landon: Will the Shoreside Electrical require a structure or building for the electrical equipment?
 - Rachel: Yes, it will be housed on the northeast corner of the dock. There are a couple of options for that structure, either prebuilt container or something built by the County
 - Jake: some of the equipment is indoor rated and cooling is required, so some housing is necessary
- From Bob Papadakis: Do we have an assessment of the reliability, battery endurance times, and technology maturity for current battery-electric ferry technology?
 - Rachel: you can see all of the studies and work that has been done on the website
 - Jake: single components can fail without significant impact to the vessel (batteries are separated into two banks)
 - Endurance times: the batteries will be sized for a round trip, the more limiting criteria is making sure that the batteries are big enough to have 10-year lifetime
 - Technical maturity: third-party certification standards, Coast Guard issued official design requirements in 2019
- From James: Can you clarify where the six new piles and relocated piles are? Are they at the shoreside of the vessel when docked in Anacortes?
 - Marlene: displayed site plan and pointed out where the pilings will be installed
 - Jake: four piles under the charging arm, and separate piles
- From Sue Skillman and Phil Fenner: What happens when the power goes out for recharging?
 - Rachel: back-up diesel generator, also some ability to make multiple trips on one charge
 - The ferry has the ability to run the ramps using the generator and the new ferry will have that capability
- From Leonard and Lorena Landon: Any plans to add solar somewhere (shoreside) to provide power to the system?
 - Rachel: not currently, we would need a lot of acreage to provide enough power for propulsion
 - Have discussed smaller arrays, potentially on the ship
 - Jake: PSE's energy offering currently relies extensively on hydropower and they project to be net carbon zero in the near future
 - Rachel: part of the reason for installing the batteries shoreside is to eliminate demand charges and allow for trickle charging of the batteries
- TJ: what are the vertical impacts? Is the new charging arm going to be higher than the dolphins? Asking from a "views" perspective
 - Jake: shore electric would not be much taller than the building there
 - The platform is at about the height of the dolphins and the charging crane will extend above that
- From John R. Wilkinson: During major NW windstorms, where will the ferry be docked and recharged?

- Rachel: one of the requirements was that the new ferry needs to have the same capabilities as the current ferry
 - Weather sometimes forces operation to cease now, this is expected to be the same with the new vessel
- From Bob Papadakis: Is Skagit Co engaged with Seattle City Light in the current discussion about dam removal? Any potential impacts to the grid/ferry?
 - Rachel: this is a good question, we have not specifically engaged with SCL
 - Dan (Skagit Co): the County is in the process of relicensing but they are not in conversations about dam removal
- From Gabe Murphy: So, in the case of storms where the ferry leaves the dock to shelter on the East side of Cap Sante or elsewhere, as it has once already this winter, what is the maximum distance the ferry can travel away from the dock and for how long can it maintain full propulsion on a single charge?
 - Rachel: the diesel generator can be used
 - Jake: generator capacity is on the order of weeks, if there is a major utility outage, the ferry could continue uninterrupted
 - Plenty of battery power to deal with the early stages of an emergency
- From Kalman Brauner: I missed the beginning of the meeting. Will the recording be available after the meeting?
 - Rachel: at request
- From Sue Skillman and Phil Fenner: Do you expect any fewer or more haul outs with the new ferry/system?
 - Rachel: haul-out frequency is regulated by the US Coast Guard, age of the vessel is considered in this
 - Currently, the ferry is required to have dry dock inspection every 2 years
- From Gabe Murphy: Fuel capacity of the onboard generator is proportional to the time the ferry can run without charging. If the ferry has to shelter for say 24 hours, can it do that unassisted? How does this compare to the existing capability of the ferry to operate without fuel or assistance?
 - How long can the ferry drift unassisted in a storm?
 - Rachel: we refuel the existing ferry every 2 weeks now, there will be less fuel on-board for the new ferry but as long as refueling can happen, the ferry can run indefinitely
- From Rebecca Hughes: Is there a wait time between ferry trips for the battery to recharge?
 - Rachel: it is designed around the current schedule; charging will occur during the unloading/loading time at the Anacortes terminal

Closing

Emily: this type of shoreline permit requires approval from City Council

- The city will adopt the environmental review completed by Skagit County
- There will be a comment period, and then the Planning Commission will be an open hearing
- City Council will render the decision
- Potential for joint notices with the County

Meeting Participants

Participants (37)

Find a participant

- KM Kelly McDon... (Co-host, me) [mute] [video]
- Captain Rachel Row... (Host) [video] [mute]
- MM Marlene Meader... (Co-host) [video] [mute]
- AH Amanda Hubik (she/her) [mute] [video]
- AT Art Thomson - NAI Puget Soun... [mute] [video]
- BH Bill Harris - Anacortes Fire [mute] [video]
- BP Bob Papadakis [mute]
- Briana Alzola Lindquist [mute] [video]
- BU Bud Ullman [mute] [video]
- D danb [mute] [video]
- Doug Charnock [mute] [video]
- EM Emily Morgan - City of Anacort... [mute] [video]
- EJ Eric Jolley [mute] [video]
- FJ Forrest Jones, - Skagit County [mute] [video]
- GM Gabe Murphy [mute] [video]
- Grace Kane, PE | Skagit County [mute] [video]
- H hopkins [mute]
- I iPad [mute] [video]
- Jake Gerlach (Glosten) [mute] [video]
- Jl James iPad Pro [mute] [video]
- JP Jerry Posten [mute] [video]
- JM Jim Mickel Skagit County Public... [mute] [video]

Invite Mute All ...

- J Jo [mute] [video]
- JR John R Wilkinson [mute] [video]
- KM Kyria Morris [mute] [video]
- L& Leonard & Lorena Landon [mute] [video]
- LG Libby Grage [mute] [video]
- PI Pat's iPad [mute] [video]
- Patrick [mute] [video]
- PR Paul R - Skagit County [mute] [video]
- RH Rebecca Hughes [mute] [video]
- RR Rodger Ricks [mute] [video]
- S SaveTheFerry.com [mute] [video]
- SB Scott Bushnell [mute] [video]
- SS Sue Skillman and Phil Fenner [mute] [video]
- T TJ [mute] [video]
- 14254188639 [mute]

Invite Mute All ...