Advantages of a Bridge to Gooseberry Point

- No dry dock shutdown
- No dry dock expenses
- No dry dock parking on either side required, and all costs saved
- No ferry operating costs (gas, insurance, etc.)
- No ferry outages for regular/emergency repairs
- No ferry maintenance
- No ferry personnel expenses
- No lines for ferry
- 24/7 service, never shut down
- Toll bridge funding available to actually generate extra funds, to be split with Lummis
- Federal funding for construction possible
- WTA bus pickup can come across the bridge, to pick up on passengers at Lummi Island ferry dock
- The funds NOT spent on all of the above would go a long way, year after year, to paying for the original bridge construction
- Travel to/from Lummi Island will be much easier, and possibly, cheaper
- The continuing challenges of the ferry would be solved, once and for all
Some thoughts about planning for a Whatcom Chief replacement.

This is an initial effort to try and think through how to move ahead and plan for a replacement of the Whatcom Chief.

Initial effort in thinking through what we need to do, what we will do, and what we want should pay off in the long run with a more robust estimation as to what sort of replacement ferry is needed.

The old "goldilocks" ending, not to hot, not too cold, just right.

The problem is it takes a lot of work, patience and time.
Starting Point:

Whatever replaces the Whatcom Chief will have implications for decades – five or six most likely.

The first question then is:

What is the likely demand for services?

The demand for ferry services is largely a function of island population and the characteristics of that population. Of particular note in this regard are:

The total population
Change in population 1990 - 2010
Age for the population
Percentage employed and where?
Percentage or retirees.
Other?????

And, how should the data available be examined/analyzed?
What should LIFAC do? Some starting points for consideration:

1. Find out how population projections have been done for other communities such as Lummi Island.
   
   Relatively small communities that are both working and retirement communities, e.g., Bend, OR, Orcas Island WA, San Juan Island, WA

2. What information/data did these projections use and how was the information/data analyzed?

3. What does the Census Bureau have specifically for Lummi Island.

   What does Lummi Island growth look like since 1990, for example?

4. Lessons learned.

5. Other???
And then, some possible further steps:

Agree on an approach to estimating likely population projections out to 20__ something?

What time period is deemed prudent, e.g., to 2035, 2050, 2060 or what?

Agree on the data to be collected and how it will be analyzed.

Obtain assistance in determining how data will be entered into Excel, for example, for analysis.

To be determined, e.g., how to go from population projections to the estimation of capacity requirements for a replacement ferry.
The following graphs and tables is general demographic information with respect to Whatcom County.¹

We will need to have this “kind” of information, but specific to Lummi Island (LI)

We can use the following information usefully, particularly if and when we generate LI specific data.

That is, if LI information is different from the general information on the county we then can ask why and justify the difference. “Ground truthing” as it were.

1. Next slides are linked.
Broad General information site for Whatcom County

http://www.city-data.com/county/Whatcom_County-WA.html
County Population Growth 1980 - 2012

Since about 1990 a general trend down? Why?
County Population Growth 1980 - 2012

Since about 1990 a general trend down? Why?

How and why is LI different?

County Population Growth 1980 - 2012

Since about 1990 a general trend down? Why?

How and why is LI different?

Simulations: High, medium, low???

Whatcom County Population Pyramid, June 2014

Age Distribution: Percentage of Population by Age Group

WHATCOM COUNTY

1990

2000

2010

2040

Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/lr/compplan/updates.jsp  p. 15
Is LI different. How? Why?

Age Distribution: Percentage of Population by Age Group

WHATCOM COUNTY

1990

- 85+
- 80-84
- 75-79
- 70-74
- 65-69
- 60-64
- 55-59
- 50-54
- 45-49
- 40-44
- 35-39
- 30-34
- 25-29
- 20-24
- 15-19
- 10-14
- 5-9
- 0-4

0.00% 6.00% 12.00%

2000

- 85+
- 80-84
- 75-79
- 70-74
- 65-69
- 60-64
- 55-59
- 50-54
- 45-49
- 40-44
- 35-39
- 30-34
- 25-29
- 20-24
- 15-19
- 10-14
- 5-9
- 0-4

0.00% 6.00% 12.00%

2010

- 85+
- 80-84
- 75-79
- 70-74
- 65-69
- 60-64
- 55-59
- 50-54
- 45-49
- 40-44
- 35-39
- 30-34
- 25-29
- 20-24
- 15-19
- 10-14
- 5-9
- 0-4

0.00% 6.00% 12.00%

2040

- 85+
- 80-84
- 75-79
- 70-74
- 65-69
- 60-64
- 55-59
- 50-54
- 45-49
- 40-44
- 35-39
- 30-34
- 25-29
- 20-24
- 15-19
- 10-14
- 5-9
- 0-4

0.00% 6.00% 12.00%
Age Distribution, 1990-2040
WHATCOM COUNTY

Source: OFM, 2013

Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/lr/compplan/updates.jsp  p. 16
Is LI different. How? Why?

Age Distribution, 1990-2040
WHATCOM COUNTY

Source: OFM, 2013

Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/lr/compplan/updates.jsp  p. 16
What is the age profile of Lummi Island?

How and why different from "small cities & unincorporated...?"
### Whatcom County Employment Projections, 2012-2036

<table>
<thead>
<tr>
<th></th>
<th>Low Projection</th>
<th>Medium Projection</th>
<th>High Projection</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012 Total Employment</td>
<td>97,410</td>
<td>97,410</td>
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</tr>
<tr>
<td>2036 Population Projection</td>
<td>261,886</td>
<td>273,911</td>
<td>291,949</td>
</tr>
<tr>
<td>2036 Total Employment @ 46% Emp Rate</td>
<td>120,468</td>
<td>125,999</td>
<td>134,297</td>
</tr>
<tr>
<td>2012-2036 Employment Growth</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Employment Growth</td>
<td>23,058</td>
<td>28,589</td>
<td>36,887</td>
</tr>
<tr>
<td>Avg Annual Employment Growth</td>
<td>961</td>
<td>1,191</td>
<td>1,537</td>
</tr>
<tr>
<td>Annual Avg Employment Growth Rate</td>
<td>0.9%</td>
<td>1.1%</td>
<td>1.3%</td>
</tr>
<tr>
<td>2012-2036 Non-Ag Employment Growth</td>
<td>22,194</td>
<td>27,518</td>
<td>35,505</td>
</tr>
</tbody>
</table>

Source: BERK, 2013
Is LI different? How? Why?

Whatcom County Employment Projections, 2012-2036

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<td>27,518</td>
<td>35,505</td>
</tr>
</tbody>
</table>

Source: BERK, 2013

Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/lr/compplan/updates.jsp  p. 18
Employment Rates for Whatcom County and Washington State, 1990-2012


Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/lr/compplan/updates.jsp p. 17
Is LI island different? How? Why?

Employment Rates for Whatcom County and Washington State, 1990-2012


Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/ir/compplan/updates.jsp  p. 17
Is LI different? How? Why?

Elderly Population

Whatcom County Population, 1970-2040

Estimates
- OFM High Projection
- OFM Medium Projection
- OFM Low Projection

Projections


Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/lr/compplan/updates.jsp  p. 4
How might projections for Lummi Island compare in rate of growth?

Why the difference?

Whatcom County Population, 1970-2040


Berk, July 22, 2013  http://www.co.whatcom.wa.us/pds/plan/lr/compplan/updates.jsp  p. 4
1. How might projections for Lummi Island compare in rate of growth?

2. Why the difference?

Whatcom County Population, 1970-2040

Remember – these are simulations, not probabilities. It is just as likely any one of these projections might turn out to be true.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellingham</td>
<td>41.6%</td>
<td>41.6%</td>
<td>41.6%</td>
</tr>
<tr>
<td>Birch Bay</td>
<td>5.2%</td>
<td>9.4%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Blaine</td>
<td>1.7%</td>
<td>4.0%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Cherry Point</td>
<td>0.0%</td>
<td>0.1%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Columbia Valley</td>
<td>4.9%</td>
<td>2.0%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Everson</td>
<td>1.5%</td>
<td>1.3%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Ferndale</td>
<td>6.4%</td>
<td>7.9%</td>
<td>7.1%</td>
</tr>
<tr>
<td>Lynden</td>
<td>8.1%</td>
<td>7.4%</td>
<td>7.8%</td>
</tr>
<tr>
<td>Nooksack</td>
<td>0.7%</td>
<td>1.4%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Sumas</td>
<td>0.5%</td>
<td>0.9%</td>
<td>0.7%</td>
</tr>
<tr>
<td>All Urban Growth Areas</td>
<td>70.7%</td>
<td>76.1%</td>
<td>73.2%</td>
</tr>
<tr>
<td>Other Areas Outside UGAs</td>
<td>29.3%</td>
<td>23.9%</td>
<td>26.8%</td>
</tr>
<tr>
<td>Total Whatcom County</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
## Low Projection

<table>
<thead>
<tr>
<th>Urban Growth Areas</th>
<th>Total Pop Growth</th>
<th>Annual Avg Pop Growth</th>
<th>Annual Avg Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellingham</td>
<td>23,384</td>
<td>1,017</td>
<td>1.0%</td>
</tr>
<tr>
<td>Birch Bay</td>
<td>5,282</td>
<td>230</td>
<td>2.3%</td>
</tr>
<tr>
<td>Blaine</td>
<td>2,221</td>
<td>97</td>
<td>1.6%</td>
</tr>
<tr>
<td>Cherry Point</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Columbia Valley</td>
<td>1,108</td>
<td>48</td>
<td>1.3%</td>
</tr>
<tr>
<td>Everson</td>
<td>739</td>
<td>32</td>
<td>1.1%</td>
</tr>
<tr>
<td>Ferndale</td>
<td>4,448</td>
<td>193</td>
<td>1.3%</td>
</tr>
<tr>
<td>Lynden</td>
<td>4,169</td>
<td>181</td>
<td>1.2%</td>
</tr>
<tr>
<td>Nooksack</td>
<td>766</td>
<td>33</td>
<td>1.9%</td>
</tr>
<tr>
<td>Sumas</td>
<td>530</td>
<td>23</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>All Urban Growth Areas</strong></td>
<td><strong>42,647</strong></td>
<td><strong>1,854</strong></td>
<td><strong>1.2%</strong></td>
</tr>
<tr>
<td><strong>Other Areas Outside UGAs</strong></td>
<td><strong>13,439</strong></td>
<td><strong>584</strong></td>
<td><strong>0.8%</strong></td>
</tr>
<tr>
<td><strong>Total Whatcom County</strong></td>
<td><strong>56,086</strong></td>
<td><strong>2,439</strong></td>
<td><strong>1.1%</strong></td>
</tr>
</tbody>
</table>

What is LI closest to?
## Medium Projection

### Population Growth 2013-2036

<table>
<thead>
<tr>
<th>Urban Growth Areas</th>
<th>Total Pop Growth</th>
<th>Annual Avg Pop Growth</th>
<th>Annual Avg Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellingham</td>
<td>28,398</td>
<td>1,235</td>
<td>1.2%</td>
</tr>
<tr>
<td>Birch Bay</td>
<td>6,414</td>
<td>279</td>
<td>2.7%</td>
</tr>
<tr>
<td>Blaine</td>
<td>2,698</td>
<td>117</td>
<td>1.8%</td>
</tr>
<tr>
<td>Cherry Point</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Columbia Valley</td>
<td>1,345</td>
<td>58</td>
<td>1.5%</td>
</tr>
<tr>
<td>Everson</td>
<td>898</td>
<td>39</td>
<td>1.3%</td>
</tr>
<tr>
<td>Femandale</td>
<td>5,402</td>
<td>235</td>
<td>1.5%</td>
</tr>
<tr>
<td>Lynden</td>
<td>5,063</td>
<td>220</td>
<td>1.5%</td>
</tr>
<tr>
<td>Nooksack</td>
<td>930</td>
<td>40</td>
<td>2.2%</td>
</tr>
<tr>
<td>Sumas</td>
<td>644</td>
<td>28</td>
<td>1.6%</td>
</tr>
<tr>
<td><strong>All Urban Growth Areas</strong></td>
<td><strong>51,792</strong></td>
<td><strong>2,252</strong></td>
<td><strong>1.4%</strong></td>
</tr>
<tr>
<td><strong>Other Areas Outside UGAs</strong></td>
<td><strong>16,319</strong></td>
<td><strong>710</strong></td>
<td><strong>1.0%</strong></td>
</tr>
<tr>
<td><strong>Total Whatcom County</strong></td>
<td><strong>68,111</strong></td>
<td><strong>2,961</strong></td>
<td><strong>1.3%</strong></td>
</tr>
</tbody>
</table>

What is LI closest to? 27
## High Projection

### Population Growth 2013-2036

<table>
<thead>
<tr>
<th>Urban Growth Areas</th>
<th>Total Pop Growth</th>
<th>Annual Avg Pop Growth</th>
<th>Annual Avg Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellingham</td>
<td>35,918</td>
<td>1,562</td>
<td>1.4%</td>
</tr>
<tr>
<td>Birch Bay</td>
<td>8,113</td>
<td>353</td>
<td>3.2%</td>
</tr>
<tr>
<td>Blaine</td>
<td>3,412</td>
<td>148</td>
<td>2.2%</td>
</tr>
<tr>
<td>Cherry Point</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Columbia Valley</td>
<td>1,701</td>
<td>74</td>
<td>1.9%</td>
</tr>
<tr>
<td>Everson</td>
<td>1,136</td>
<td>49</td>
<td>1.6%</td>
</tr>
<tr>
<td>Ferndale</td>
<td>6,833</td>
<td>297</td>
<td>1.9%</td>
</tr>
<tr>
<td>Lynden</td>
<td>6,403</td>
<td>278</td>
<td>1.8%</td>
</tr>
<tr>
<td>Nooksack</td>
<td>1,176</td>
<td>51</td>
<td>2.6%</td>
</tr>
<tr>
<td>Sumas</td>
<td>814</td>
<td>35</td>
<td>2.0%</td>
</tr>
<tr>
<td><strong>All Urban Growth Areas</strong></td>
<td><strong>65,506</strong></td>
<td><strong>2,848</strong></td>
<td><strong>1.7%</strong></td>
</tr>
<tr>
<td><strong>Other Areas Outside UGAs</strong></td>
<td><strong>20,643</strong></td>
<td><strong>898</strong></td>
<td><strong>1.2%</strong></td>
</tr>
<tr>
<td><strong>Total Whatcom County</strong></td>
<td><strong>86,149</strong></td>
<td><strong>3,746</strong></td>
<td><strong>1.5%</strong></td>
</tr>
</tbody>
</table>

What is LI closest to?
Income levels will also be important in estimating the demand for service.

County level data should be readily available. Is LI specific data available?
Once basic information/data is in hand, and there is a fair degree of comfort level with it, then some work can be done with respect estimating traffic.

Age, employment levels and place of employment, income levels, demand for construction and so forth will need to be considered in estimating ferry service needs.

We need to look at possible intensity of ferry service needs, e.g., traffic levels, i.e., runs, by period of day and day of week as well as starting and stopping times of service.

With above done, we should be able to talk about capacity requirements.

That is the time to turn to naval architects who know something about ferry boats.

Comments suggestions please.
Draft

Contingency options for temporary, critical car/truck ferry service to or from Lummi Island:

Provides for movement of critical vehicles, e.g., propane garbage, trucks, etc., and

Provides for a one way transfer of personal vehicles to or from to Lummi Island to solve serious personal, e.g., commuting needs until regular ferry service is resumed.

1. For foot/passenger traffic the on-going county contingency plan is assumed to be in place.
These options were initially identified and researched by Mike Skehan in 2011/12. Many thanks to Mike.

The information has been verified and updated on May 19, 2014.
The following boats are privately owned and willing “provide service” if and when needed.

Owners/operators “suggested” there is room to negotiate terms and conditions.

All of boats are “Landing Craft” type boats. They would need a place to land/load, e.g., the boat ramp on Lego bay, the quarry, and/or a beach such as across from Donna Granger’s - assuming tractor work necessary could be carried out for beach access.

“Shore line management” regulations need to be checked on this.
<table>
<thead>
<tr>
<th>Boat</th>
<th>Capacity</th>
<th>Contact</th>
<th>Primary Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Juan Enterprise</td>
<td>8 cars or 3 Dump Trucks</td>
<td>Dan Crooks</td>
<td>360-202-8611</td>
</tr>
<tr>
<td>Henry Island</td>
<td>8-10 cars or 1 propane trucks</td>
<td>Marty</td>
<td>360-317-8486</td>
</tr>
<tr>
<td>Island Transporter</td>
<td>8-10 cars or 2 garbage trucks</td>
<td>Terry</td>
<td>360-941-6060</td>
</tr>
<tr>
<td>Pintail</td>
<td>6 cars</td>
<td>Tim</td>
<td>360-317-8532</td>
</tr>
<tr>
<td>Tin Boot II</td>
<td>1 car</td>
<td>Bob Huntley</td>
<td>360-961-0219</td>
</tr>
</tbody>
</table>

1. “Capacity” given in the words of owner/operators, May 19, 2014
Boat: San Juan Enterprise

Contact Numbers:
Dan Crooks:
360-202-8611
360-293-7575

Capacity: 8 cars, or three dump trucks.

Cargo weight: 160,000 lbs.

98' Length, 21' Beam
5' draft

Location: Anacortes

Owner: San Juan Marine Freight

Comment: Has used Lummi ramp at Gooseberry Point on occasion.

Running: $297 per hr
Idling: $210 per hr

Boat: Henry Island

Contact:
Marty:
360-317-8486

Capacity: 8 – 10 cars
One propane truck

Cargo weight: 180,000 lbs.

70’ Length, 23’ Beam,
3’ draft

Location: Friday Harbor

Owner: San Juan Ferry

http://www.sanjuanferryandbarge.com/

$ 205 per hr
Boat: Island Transporter

Contact Numbers:
Terry:
360-293-6060
360-941-6060

Capacity: 8 cars, or 2 garbage trucks.

Cargo weight: 100,000 lbs.

76’ Length, 20’ Beam
2’ draft

Location: Anacortes

Owner: Island Transport Ferry Service

Running:
$230 per hr
Boat: Pintail

Contact:
Tim:
360-317-8532

Capacity: 6 – 8 cars,
Cargo weight: 200,000 lbs.

70’ Length, 25’ Beam
4’ draft

Location: Friday Harbor
Owner: Pintail Marine Services

Running:
$ 190 per hr
Boat: Tin Boot II

Contact:
Bob Huntley
360-961-0219

Capacity: 1 cars, 12 people,
Cargo weight: 12,000 lbs.

70’ Length, 25’ Beam
4’ draft

Location: Friday Harbor

Owner: Bob Huntley

Running:
$150 per hr
Greg Brown

Greg – thanks for your email, I do appreciate your efforts to assist Whatcom County in providing cost effective, reliable ferry service to Lummi Island.

As you may know, my role as Interim Ferry Program Manager is in addition to my full time responsibilities as the Engineering Manager for the County’s Bridge Program. As such, my available time to work on ferry related issues is limited. To this end I have been focusing my efforts on ferry activities that are at the direction of the Whatcom County Council, the County Executive and LIFAC.

As a next step, rather than schedule a meeting, would you send me an email laying out an agenda for the discussion? That would assist me in appropriately allocating our resources and determining whether a meeting is needed to discuss further.

Thanks again

James

From: Lummi_Island_Ferry
Sent: Friday, February 28, 2014 9:41 AM
To: James Lee
Cc: Frank Abart
Subject: FW: Lummi Island Ferry - James Lee

From: Greg Brown [mailto:gkbrown4@q.com]
Sent: Friday, February 28, 2014 9:34 AM
To: Lummi_Island_Ferry
Cc: Jim Dickinson
Subject: Lummi Island Ferry - James Lee

Attn: James Lee

James,
I talked with you the other evening at the County Council Meeting in hopes that we could get a few minutes to discuss some of the issues with the Lummi Island Ferry Whatcom Chief. This is outside of the scope of the Lummi Island Ferry Advisory Committee. I am actually NOT an Island resident, but I am certainly concerned about making the Ferry as cost effective as possible while providing a reliable service to the islanders and their guests for the future.
Jim Dickenson and I have been working very hard to provide some options for the County to improve the ferry service and help make it more viable for the years to come.
I am not looking for a long meeting, but just a few minutes to go over a great opportunity that has a rather short time frame for action. The meeting may just be a review of the opportunity and direction from you on how we should proceed, but we should talk in person.
If you could spare 30 minutes of your time next week, we would certainly like the opportunity to discuss this option. My schedule is really pretty flexible next week after Monday. Please let me know if there is a time and a place that we could meet.

Thank you very much,

Greg Brown
319-2542
Ms. Blake,

Thank you for the letter expressing PLIC's concern about the Dolphin Replacement project. I have investigated the concerns raised, and am in favor of continuing the project as scheduled. Please see the attached response that I believe covers the issues raised.

As an FYI, the LIFAC committee has been briefed on this project, and to my knowledge has not expressed a negative view of it, although I am aware that community members have expressed some concerns.

We will continue to strive for a well-run, safe and efficient ferry service for the residents and guest of Lummi Island.

Best regards,

Jack Louws
Whatcom County Executive
311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

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From: Rhayma Blake [mailto:rhayma@me.com]
Sent: Monday, May 12, 2014 5:44 PM
To: Jack Louws
Cc: Barbara Brenner; Rud Browne; Barry Buchanan; Sam Crawford; Pete Kremen; Ken Mann; Carl Weimer; James Lee; Mike McKenzie; Chuck Antholt; Brown Greg; Bob Busch and Bev; Stu Clark; Cris Colburn; Moye Byron; Mike Kmiecik; Jansen Pierce; Mary Ross; Janet Lutz-Smith; Dave Wing
Subject: Re: Dolphin Replacement Project
May 15, 2014

Protect Lummi Island Community
P.O. Box 266
Lummi Island, WA 98262

Dear PLIC Board of Directors,

I would like to thank you for your comments regarding the pending Gooseberry Point Dolphin Replacement Project. Your concerns are focused on delaying the project in an effort to alter the current design to accommodate larger ship(s). At this writing, I continue to support moving the project forward.

It is correct that the permitting and design of this project have been completed and construction of the project is anticipated in 2014. Public Works has worked diligently on this replacement project due to the poor condition of the existing timber dolphins at Gooseberry Point. They have valid concerns that failure of these structures pose a safety issue and could lead to an extended service outage of the Whatcom Chief. Replacing the existing timber dolphins with the proposed steel pile supported dolphins will ensure safe and reliable berthing for the Whatcom Chief at the Gooseberry Point terminal.

Attempting to design the current dolphins to accommodate a larger ferry for which there are no design parameters (such as vessel geometry, berthing energy, etc.) is not a generally accepted practice for a Professional Marine Engineer. However, the current design does provide approximately eight (8) feet more than the Chief beam width within the berthing facility for a ferry larger than the Whatcom Chief. Certainly changes may need to be made in the future when the “guess work” related to size, impact loadings, etc. will be known if another ship is considered for use at the dock.

Although no decisions have been made, Public Works is currently pursuing a feasibility assessment for the vehicular ferry the TREK to determine the vessels ability to interface with the Gooseberry Point and Lummi Island terminals. This ferry is of similar beam to the Whatcom Chief and will easily fit within the proposed dolphins at the Gooseberry Point terminal. The review of the TREK is being conducted in concert with Skagit County as an alternate Ferry. Your letter also noted the Lummi Island terminal. Public Works is in the preliminary engineering phase of replacing the three remaining timber dolphins and analyzing the southerly breakwater. Preliminary information estimates those replacements in 2016 or 2017.

Again, thank you for your comments. Should you have any additional questions please don’t hesitate to contact me.

Sincerely,

Jack Louws,
County Executive

cc: Whatcom County Council Members
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<tr>
<th></th>
<th>Name</th>
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<tr>
<td>1</td>
<td>James Lee</td>
<td>360-715-7450</td>
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<td>2</td>
<td>Vera Blake</td>
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<td>3</td>
<td>Thayma Blake</td>
<td>4131</td>
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<td>4</td>
<td>Bill Lee</td>
<td>778-0271</td>
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<td>5</td>
<td>Kaylee Engels</td>
<td>(360) 303-1514</td>
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<td>6</td>
<td>Oscar Aguirre</td>
<td>676-6090</td>
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<td>Beth Wulffes</td>
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<td>Janet Piet-Smith</td>
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