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Lummi Ferry Island Advisory Committee.

LUMMI ISLAND FERRY ADVISORY COMMITTEE (LIFAC)
Twenty-First Meeting

November 4, 2014

CALL TO ORDER
Committee Chair Mike McKenzie called the meeting to order at 6:30 p.m. in the Lummi Island
Fire Hall, Lummi Island, Washington.

ROLL CALL
Present: Mike McKenzie, Robert Busch, Stu Clark, Chris Colburn, Charles Antholt, and Byron
Moye.
Absent: Greg Brown.

FLAG SALUTE

MINUTES CONSENT
1. No minutes were approved

ANNOUNCEMENTS / SPECIAL PRESENTATIONS

Rob Ney – Public Works Special Programs Manager
• Twitter was presented as the first step in the notification process for ferry outage.
Attachment A was handed out for information on how it would be used. This
information will be also be posted on Nextdoor and the Public Works website.
• The second topic was in regard to the request by the Lummi Island school for a pass for
an adult to supervise the students riding the ferry from and to Gooseberry Point. This
request was sent to the County Prosecutor’s Office who will forward it with a
recommendation for approval to the County Executive. The LIFAC chairman said he
would also write a supporting letter to the County Executive. We will await a response.
• There was discussion of striping at Gooseberry Point with no resolution.
• Positive comment from Committee member Antholt regarding the ferry operating
budget being kept under control.

PUBLIC COMMENT:

• Rhayma Blake, Chair of PLIC, presented the results of the public general meeting held on
October 29. These are contained in Attachment B.
• Mike Skehan generally supported the PLIC commentary and added his own emphasis on that
report and supplied additional commentary, all of which are included as Attachment C.
• Betsy Schneider examined several aspects of the LIFAC ferry fare proposal which are included in
Attachment D.
• Lisa ??? addressed the needs-based ferry fare issue from the perspective of one who
benefited from its availability. She did not provide a hard copy of her remarks
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- **Melissa Lewis** made comments regarding the ferry fair proposal paying particular attention to the needs-based fare question. She did not provide a hard copy of her remarks.
- **Wynne Lee** discussed the email, Attachment E, which she sent all members of LIFAC, in which she requested that “complete ferry expense/income model, data & predictions be made public.”
- **Michael Schneider (sp.?)** discussed the need for policies to encourage younger people to live on the island; specifically he referenced the Fire Department's need for volunteers.

**OLD BUSINESS**

1. The Ferry Fares Model – Mtg w/PW and Finance

   a. **Antholt** stated (1) that traffic in 2014 was projected to grow at the same rate as between 2012 and 2013 and (2) the budgeting done by Public Works is reasonably accurate.

   b. **Coburn** commented that the Model has been brought before the committee in public meetings many times and used to demonstrate the effects of various rate changes on the overall revenue stream. Because of the many possible variations that can be presented to the Model, a lot of time has been spent in exploring the results of these inputs. No one set of inputs will satisfy everybody, so an effort was made to provide a result that “didn’t hold the good hostage to the perfect”.

   c. **Antholt** emphasized the importance, integrity and power of Diane Harper’s model; that they couldn’t have performed ferry rate analyses without it.

   d. **Colburn** considered the meeting with Rob and Shaunda extremely important for answering the budgetary questions and verifying how revenue changes would affect the budget. The proposal will not create a budgetary problem.

   e. **Antholt** recommended that the suggestions made at this meeting be added to LIFAC’s future ferry fare analyses agendas.

   f. **McKenzie** asked for everyone to read the talking points that accompany this proposal; that some of the questions raised may be answered by those points. He emphasized that “needs-based” fares were not eliminated by this proposal, but that adjustments in other fares may affect the relative rates with respect to each other. Elimination of “needs-based” fares has not been proposed by any committee member. Removal of the $3 surcharge would bankrupt the system. Fares are supposed to be reviewed annually and can and are adjusted any time.

2. Report from the Long-range Planning Subcommittee.

   a. **Skehan** reported that sub-committee met on October 21st and minutes have been distributed to all LIFAC committee members, and are posted at: http://lummislanders.com/ferrydocs/userfiles/20141026-101058.pdf.

   b. **Moyle** reported that he and Rick Bryan met with Rhayma Blake to discuss how to obtain the island’s feelings about current ferry service and what would they like improved. The procedure would be to obtain email responses for presentation to the subcommittee. Notices for responding would be posted to Nextdoor and solicited through PLIC, LICA and the Grange.


   a. **Dickenson** reported that an error in the minutes has delayed them being posted. He then stated he has a memo from the director of Washington State Ferry System stating that they wanted to move up the surplus date for the Hiyu. So the committee is working to get
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all their questions answered. The committee is making sure to have more than one member present when talking to people and to document the information received. They are planning another trip to the Coast Guard to determine what they will allow us to do regarding crewing and other concerns of the CG. There are two issues to work on: one is the crewing and the other is the depth of the boat. They are about to get an enormous document from the engineering office containing reports from 2004 and 2008. New information received indicates that the ferry Trek is for sale. So the committee is working on the Whatcom Chief evaluation, the Hiyu and the envisioning of new designs.

b. Moye said he was asked what was the life-expectancy of the Hiyu versus the life-expectancy of the Whatcom Chief. How do you define life-expectancy?

c. Dickenson responded that the Passenger Vessel Association grudgingly gave the Washington State boats a 60 year life, but only if they had a mid-life renovation. Since the Hiyu has had a mid-life renovation and has only been run about half time, although it is 47 now, he gives it 15 more years. The life-expectancy of the Whatcom Chief, on the other hand, depends on how much money you want to pour onto it, the issue regarding loading, if that ever comes up, and the amount of money it is costing to repair is “way out of whack” with the rest of the industry.

d. Antholt questioned where the budget numbers came from, that they had been fairly steady and not increasing.

e. Dickenson responded that that may be true but that they were very high with respect to other boats.

NEW BUSINESS

1. Antholt moved that LIFAC send a letter to the County Executive endorsing the proposal to provide adult supervision on the ferry of children attending Beach School from the mainland. Clark seconded the motion and it was carried unanimously.

2. Antholt suggested that LIFAC needs to address how the ferry fares should be structured. For example, how do we charge, by space or the way we do it now; that the members come up with ideas and bring them to the next meeting, which will be a work session.

OTHER BUSINESS

There was no other business.

McKenzie closed the meeting by thanking the public for attending and for participating in the process of resolving some of the issues that have been brought before it.

TENTATIVE AGENDA FOR THE NEXT WORK SESSION

The date for the next meeting is Tuesday December 2nd.

CALL TO ORDER

ROLL CALL

FLAG SALUTE

MINUTES CONSENT

PRESENTATION

Mike McKenzie – General Update
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OLD BUSINESS
Update for Long-range Planning Subcommittee
Update for Ferry Replacement Subcommittee

NEW BUSINESS
ADJOURN

ADJOURN
The meeting adjourned at 7:40 p.m.

The Committee approved these minutes on Dec. 2, 2014

ATTEST: ____________________________
Michael McKenzie, Committee Chair