



MEETING NOTES

Passenger Only Ferry Coalition Steering Committee Meeting

Anacortes, Washington

Monday, December 1, 2003

10:00 a.m. – 1:00 p.m.

Bruce Agnew, *Director, Cascadia Project*

- Suggests two (2) things.
 - Send out the Bruce King letter to congressional delegation from the coalition asking for money for a study
 - Go to the legislature and ask for funding for the Coalition for a study and our work – suggested \$250,000
- Want to connect the various efforts and consider north/south routes.

Alice Tawresey, *Marine Transportation Association of Kitsap*

- Wants to know how the study would fit in with what private ferry operators are proposing for individual cities.

John Blackman, *Argosy*

- He mentioned that Paul Summers from UW is conducting a study of the economic impact of the maritime industry on the City of Seattle.
- Announced formation of Aqua Express, a private company aimed at entering the private passenger ferry service market.

Darrell Bryan, *Clipper Navigation, Inc. - Victoria Clipper*

- States that the private sector is already moving forward in Southern California.
- If everything went as planned, the private sector would be running passenger ferry service in six (6) months.

Mike Bennett, *Mosquito Fleet*

- "Very few prime runs can be done by private sector without some kind of subsidy.

Bruce Agnew

- **Suggests that we host a "workshop" for legislators the third week in January since many of them could not attend this meeting.**
- Cross-lake ferry service – we are trying to look at inter-connecting Fremont and South Lake Union and Lake Washington. A couple of the meetings with U of W and Vulcan – looking at operating service, or perhaps a charter service across Lake Union (parking, interconnecting with transit issues). Jane Hague has put a proposal together. Argosy and one other company in Seattle are engaged in waterside access.

Mark Goldberg, *The M.S. Cavoat Co. Incorporated*

- Need to build in density. Bremerton has zoning to create the demand for housing. It is necessary to support ferry service.
- Bruce Agnew will ask the legislature to help fund analysis for growth management, zoning, etc.

Tom Jones, *NSCCP Ferry Study, Wilbur Smith Associates*

- Gives an overview of the Farmhouse Gang, who they are and talks about the ferry study he has been contracted to do and the steering committee he is forming.
- Update on Affiliated Tribes of the NW — “Puget Sound Region supports pursuit of \$750,000 from USDOT and other agencies” by the Affiliated Tribes of the NW for study of passenger ferry feasibility for tribes.
- This past summer the Port of Tacoma commissioned a study to survey their constituents to see if there was an interest in “studying” passenger ferry service for the South Sound.
- The state should have an interest in funding a Sound-wide study.

Bruce Agnew (Introduces Shelly Brown, Consultant)

Patty Cohen, *Mayor, Oak Harbor*

Dave Williams, *City of Oak Harbor*

- City of Oak Harbor has been working since 1996 on a municipal pier project. Idea originated from the desire to replace a historic pier that burned in 1966, but concept has expanded into a multi-modal terminal facility that can offer alternative means of transportation / connectivity between Whidbey Island and the I-5 corridor (i.e., primarily north-south connectivity).
- Whidbey Island is presently accessible only by ferry on the south end, and by a two lane bridge at the north end. SR 20 is a national defense highway because of the presence of Naval Air Station, Whidbey Island near Oak Harbor. Population growth throughout Island County threatens future unsatisfactory levels of service on this two-lane highway. Passenger only ferry service represents a badly needed alternative to highway travel.
- Project site is in downtown Oak Harbor, adjacent to the main hub for Island Transit, with ample parking nearby. Pier will serve as a hub for passenger ferries, tour vessels, bus service and float plane service.
- Funding to date has been via RTPO at the state level, and TEA-21 (Ferryboat Discretionary) Funds at the Federal level, with the City providing local matching funds.
- City is very interested in the future of Ferry TEA, and has applied for \$4.3 million under TEA-21 for the project.
- Project is in the permitting process for the second time, following development of a mitigation plan in response to a Department of Fish & Wildlife requirement.
- Next step is a contract for Final Design and Engineering, to be let by May 04. Assuming funding can be identified, construction could start late 05 or early 06. Total project cost is estimated at approximately \$5 million.
- (Showed editorial and advertising examples of public awareness in the Whidbey Island area of the growing need for passenger ferry service.)

Steve Peterson, Swinomish Tribe

- Preliminary study to look at renovating pier adjacent to Northern Lights Casino. Wants to find out what kind of facility private operators would want to use. Need to connect with and get information from the private operators.
- Ferries “have made our community come together”. Thanks Dow and his leadership.

Bruce Agnew

- Bruce reads a draft of a joint letter to our congressional delegation from the coalition and Washington State Ferries.

Connie Niva, Former Commissioner, Washington State Transportation Commission

- Wants to know if this is going to be “new” dollars – needs a line in the letter that states this must be “NEW” revenue. Not out of the state budget.

Leslie Rathbun, Washington State Ferries

- Ferry-TEA Update.
- Thinks that we need to strengthen the language of the letter.
- There is over \$12 million for projects at WSF, was originally \$218 million authorization.
- House version released two weeks ago allocates \$375 billion and \$675 million for Ferry Boat Discretionary Fund.
- We need to re-write the letter to strongly advocate for this higher level.
- Add language to significantly increase the set-asides in addition to discretionary fund.
- Propose something like a priority project list.
- WSF and WSDOT are putting in their comments before current end of extension at the end of March.
- We should work together with other states that have an interest in promoting ferries, including New York, Illinois, Michigan, California, and the Gulf Coast.

Russ East, Washington State Ferries

- FERRY TERMINAL PROJECTS
- Mukilteo project is at \$130 million on the old Air force tank farm owned by Port of Everett. Washington State Ferries is doing the work. They are working with Boeing. Due 2008-2010. Unique, compact design on a narrow strip of land. Multi-modal utilization sight.
- Seattle project is at \$157 million. Preliminary analysis of the needs show the project needs \$200-\$250 million addressing the passenger ferry facility at Pier 52. If there is a need a for a larger passenger ferry terminal, WSF is not currently allocating any money for passenger ferry service. They are trying to broaden the commercial base. The viaduct is a problem (construction).
- Edmonds project is at \$163 million in partnership with WSF and City of Edmonds. Edmonds is the lead. Point Edwards is where it will be located. \$10 million has been allocated to the city to purchase land etc. They have gone fairly far but funding is uncertain – depends on RTID passing.
- Keystone/Port Townsend is at \$61 million and should be completed in June of 2008.

- Anacortes project is at \$88 million in improvements. Mix of gas tax and other funding. Need to add slip, add to upper parking lot and replace the terminal. Start construction in 2004.
- Plans are underway to replace the terminal in Bremerton.
- Bainbridge Island. Only 2000 passengers ride per day. Plans to relocate maintenance facility. Two sites being considered Todd Shipyard and Terminal 99, owned by Port of Seattle.

Bruce King, Garvey Schubert Barer

- Coleman Dock connections to monorail and bus station. Overhead walkways are what is currently planned for connecting to monorail and bus tunnel. There will be bus connections and primary access for vehicles will be in the south end at Royal Brougham.

Dave Freiboth, IBU

- Overview of Maritime Labor organizations. He is national President of the IBU.
- Roles and Responsibilities: Not conflicting interests but may be competing. Primary purpose is to represent his constituents. Make sure that maritime workers are fairly compensated and represented.
- [Gives a little history on the founding of maritime labor.]
- Membership in WSF is very defensive. There is a notion that WSF didn't do a good job with passenger-only ferries and didn't want to get into the business.
- He doesn't see it that way. WSF did the best job they could with the resources they had. Even senior management said they didn't have the resources they needed to do it right.
- Even the New York model is subsidized because the landside is taken care of by local governments. They also have very profitable runs to Manhattan.
- You can't do it here without subsidies. If you look at transit, you are talking about labor. There is a role for labor.

Gordon Baxter

- Thorne's 5,5,5 plan (5% □ in revenue, 5% □ in management, 5% □ in concessions. Cut operating costs by 5% through a reduction in labor costs.
- They are taking operating \$ out of the fare box.
- They are not including labor in their discussions.
- There are 6 different unions affected.
- WSF is governed by road people.
- Maritime Trades Council meets monthly (3 unions)

Peter Philips, Pacific Maritime Magazine

- Mentioned again the study by Paul Summers of the economic impact of all the maritime industries in the City of Seattle. Expect access to the draft in early December. Extending model of study to rest of Western Washington.

ACTION ITEMS

- Re-work letter to congressional delegation from coalition and WSF.

- Schedule next meeting of Steering Committee in Olympia, January 21, 2004 and invite key legislators.
- Prepare a proposal to Washington State Legislature to fund study and coalition work at \$250,000.
- Follow-up the Bruce King Letter to congressional delegation.
- Consider making a presentation to Maritime Trades Council
- Check on PDC rules for lobbying
- Talk to Darlene Madenwald