

Lummi Island Ferry Advisory Committee (LIFAC) Meeting
September 9, 2020, 6:00 PM
Zoom

CALL TO ORDER

Rhayma Blake called the meeting to order at 6:02 pm.

ROLL CALL

Present: Charles Bailey, Rhayma Blake, Cris Colburn, Jim Dickenson, Patricia Dunn, Judy Olsen

AWOL: Greg Rice

Also Attending:

WCPW: Rich Hudson - Senior Master

Todd Donovan - Whatcom County Council

Also: Mary Ross (Zoom host), Elizabeth Kilanowski, Bill Fox

MOMENT OF SILENCE

OPEN SESSION (Comments follow minutes when provided)

No Comments

APPROVAL OF August 12, 2020 MINUTES:

Charles moved approval and Cris seconded. Motion passed unanimously.

LIFAC INTERNAL BUSINESS

Three positions expire this year. Cris and Pat will not be reapplying. Jim intends to reapply. Members are asked to recruit potential future committee members.

OLD BUSINESS

Update on Operations-Rich Hudson, Senior Master

Maintenance crews are ready for drydock. The chief leaves for Foss Shipyard Saturday.

The updated drydock policy (addressing COVID 19 safety) is in place.

A letter from Randy Hathaway was read (following these minutes) with Rich addressing the remarks. It was clarified that the captain has total authority as to who rides.

Passengers who insist on not wearing a mask will ride on the back platform. N95 masks are available to all crew members.

“No Cash” policy was discussed with no problems reported. It was noted that Guemes ferry is also not taking cash.

Update on Replacement Ferry Project

Not available.

Jim discussed tidelands and fuel burn issues (see his notes following these minutes). To be discussed next month when applicable Public Works personnel are in attendance.

Senator Cantwell’s office indicated that BUILD grant results are expected at the end of this month (Sept).

It was noted that there is no change in the CRAB application deadline.

Charles was involved in an hour long discussion with Gov. Inslee regarding green energy. Inslee referred Charles to the governor's Senior Policy Advisor, Economic Development, Innovation and Global Affairs Charles Knutson. Knutson recommended the state budget as an avenue for funding at least part of the propulsion system. This would need support from all 42nd District representatives. We currently have BUILD letters of support from two of them and expect a letter from Luanne VanWerven for the BUILD grant, but will need separate letters for state budget requests. Support will also be needed from the Lummi Nation. Outreach to the Lummi Nation was discussed. Todd will ask Roland about contacts.

Todd also noted that PW could tentatively get CARES funds for unbudgeted expenditures made in March or later related to COVID 19 safety (ex: plexiglass barriers on the foot ferry).

Rhayma will continue to reach out to Terry Terry about a letter of support from the Whatcom Council of Governments.

Roland is scheduled to update the County Council on Public Works projects September 15. A ferry update could be done in October, after BUILD grant results are known.

Public Awareness

Tome article will mention upcoming LIFAC vacancies.

NEW BUSINESS

None

Meeting adjourned at 7:03 pm.

Letter from Randy Hathaway, Sent Sept 5, 2020:

WHATCOM CHIEF DRY DOCK 2020

TO: Rhayma Blake. LIFAC Committee Member

FROM: Randy Hathaway, Island Resident

RE: COVID 19 pandemic foot boat impact

PURPOSE: This document was prepared in response to Rhayma's request that I send her information after discussing my thoughts and ideas with her concerning dry dock procedures. These are expressed recognizing that Whatcom County has tried to address COVID 19 issues within extremely limiting parameters.

REMARKS:

- As the foot boat is basically unable to be in total compliance with CDC guidelines, what universal communication tools will be utilized to widely inform both islanders and visitors of that situation?
- Would the County be amenable to place an employee in a kiosk on the Gooseberry Point dock to provide fee collection, COVID 19 sailing rules, and guidance to passengers before proceeding down the ramp? (Note: A suggestion of this nature was previously made by another island respondent.)
- Understandably, the County wants riders to "police themselves" regarding masks and other COVID 19 applicable rules. They "do not want to punish people, but educate them." However, compliance expectations may not always be met. Who then determines and acts to "ensure" (County language) compliance?
- I assume ultimate authority as to whether or not the foot boat sails lies with the "captain of the ship." Does that authority apply to issues such as non-compliant COVID 19 riders? What provisions exist in the boat owner's/captain's contract?
- Thoughtfully, a phone number (360-594-7033) to call was listed in the County's response regarding special needs and suspected COVID 19 riders. How will that essential information be thoroughly dispersed to both islanders and visitors?
- Will the ferry crew and the captain be issued and required to wear N95 masks?
- Van service is not currently planned for most of the middle of the day. Yet, the County wisely encourages off-peak ferry use. Are there alternative van service options planned for "off-peak" times to help us exercise this encouragement?

Email From Jim Dickinson:

[LIFAC] Ferry Slips Lease, etal

Jim Dickinson

Wed, Sep 9, 5:26 PM
(1 day ago)

to lumimiferry@googlegroups.com [Unsubscribe](#)

Due to the timing of this meeting, the end of summer and other current events, it has been difficult to get answers from various sources to some of the responses from WCPW for last month's Ferry Design questions.

Here are two of the items I would like to comment on, others, I am sure will be brought forward during the course of the meeting.

1. Concerning the bottomland lease for the Ferry Slips:

The area under the Ferry Slips, dolphins, breakwaters, are below low, low, water and therefore are outside of Lummi Reservation Uplands and Tidelands. They are, in these cases, on State of Washington property and therefore administered by the State Dept. Of Natural Resources, aka, DNR. I received a Survey of the Lummi Island side, and a far more intentional, although less detailed map of the Gooseberry Point area. These were obtained by request to the DNR and Whatcom County Engineering Record Division. In both cases, there is adequate area to widen the docks, virtually to quite wide State Ferry standards, without having to rewrite the leases

2. The projected fuel use of the "NEW" Ferry, as given to us last month, is an increase of 58-78 (200-220 gpd) gallons a day, 68 gallons a day additional average. My calculations show a maximum of 15 gallons per day increase based on existing vessels with good fuel economy. At 68 gallons increase this is an increase of 24, 820 additional gallons per year, or based on \$3.00 per gallon, \$74,460.00 per year or an additional \$612.00 per day. At the highest estimate it would be an additional 96,000 additional fuel cost. Compare this to the projected 130 gallons a day use, of the ex WSF HIYU, which is based on actual use. Fuel use can be reduced by a more efficient hull design, this needs to be done.

A. My intention is to do the best in all possible criteria, efficiency, build and maintenance costs, utility, future expansion and fuel costs, to best benefit the Citizens of Whatcom County and Lummi Island.

Jim Dickinson

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