

Whatcom County WCC

Chapter 10.34: Ferry Rates



Photo Courtesy Edmund Lowe Photography

Whatcom County Ferry Advisory Committee

February 1 – March 18, 2024

Whatcom County Council Committee of the Whole

March 19, 2024

Two Documents for Whatcom County Council

Existing Code Text	WCFAC Recommended Amendments	Comments
<p>Test 1: Does the proposed code amendment increase consistency, replace outdated or ineffective regulations, improve clarity, or make implementation easier? (housekeeping amendment)</p> <p>Test 2: Does the proposed code amendment implement a change in policy that increases community well-being and the long term viability of the enterprise or system?</p>	<p><i>Note that these definitions have been labeled in alphabetical order, but are displayed adjacent to existing text as it is currently ordered.</i></p>	
<p>Chapter 10.34 FERRY RATES¹</p> <p>Sections: 10.34.005 Definitions. 10.34.010 Effective date for ferry user fees. 10.34.020 Interpretation of rate schedule. 10.34.030 Use of ferry user fee revenues.</p>	<p>Chapter 10.34 FERRY RATES¹</p> <p>Sections: 10.34.005 Definitions. 10.34.010 Effective date for ferry user fees. 10.34.020 Interpretation of rate schedule. 10.34.030 Use of ferry user fee revenues.</p>	<p>Chapter 10.34 FERRY RATES¹</p> <p>Sections: 10.34.005 Definitions. 10.34.010 Effective date for ferry user fees. 10.34.020 Interpretation of rate schedule. 10.34.030 Use of ferry user fee revenues.</p>
<p>10.34.005 Definitions. A. "Ferry system" means all physical elements of the Lummi Island ferry operations, including both the Gooseberry Point and Lummi Island vehicle and pedestrian staging areas, vehicle parking areas, and ferry docks, and any and all boats utilized for transport purposes.</p>	<p>10.34.005 Definitions. AE. "Ferry system" means all physical elements of the Lummi Island ferry operations, including both the Gooseberry Point and Lummi Island vehicle and pedestrian staging areas, vehicle parking areas, and ferry docks, and any and all boats utilized for transport purposes.</p>	<p>10.34.005 Definitions. When a code is being amended, improving text as you go is good.</p>
<p>B. "Operating cost" means all actual daily running expenses and all actual regular and routine maintenance and administrative expenses associated with the use and operation of all physical elements of the ferry system.</p>	<p>BJ. "Total Operating cost expenses" means all <u>Ferry System expenses that are not capital costs, including the actual daily running expenses, the vessel rental rate excluding capital expenses, all major or emergency repairs (MOER),</u> and all actual regular and routine maintenance and administrative expenses associated with the use and operation of all physical elements of the ferry system.</p>	<p>The change in term is needed in order to differentiate between the total operating costs and the costs that are included in fare calculations (Adjusted Total Operating Expenses).</p> <p>The proposal retains the existing wording of "regular and routine maintenance" but inserts two new expenses to those that fares pay: "all costs that are not capital costs" and "all MOER costs" (the missing third category for expenses - those not "capital" but too large to be "regular and routine").</p>

Plus Separate Adoptable Format

**Whatcom County Ferry Advisory Committee
Recommended Amendments to WCC Chapter 10.34**

Please see explanations on the source of the recommended changes in accompanying document "WCFAC Chapter 10.34 with Commentary." Much of what is shown as changed text is simply reorganization of the existing text or updating administrative provisions. Some items instead reflect a change in County policy.

Whatcom County Code Chapter 10.34 FERRY RATES¹

Sections:

10.34.005 Definitions.

10.34.010 Effective date for ferry user fees.

10.34.020 Interpretation of rate schedule.

10.34.030 Use of ferry user fee revenues.

10.34.005 Definitions. *(Reordered alphabetically.)*

A. "Adjusted Total Operating Expenses" (ATOE) is the amount of total operating expenses (TOE) minus adjustments listed below and then used in the calculation of the fare box recovery goal. Beginning January 1st, 2007, the ATOE amount shall be determined by subtracting the following amounts from the TOE:

(1) Motor Vehicle Fuel Tax attributable to ferry operations;

(2) Ferry Deficit Reimbursement funds (RCW 47.56.725 (2));

(3) Investment income or loss;

Most significant policy differences from what Public Works presented in their February 1st working drafts:

Can speed limits be set on how rapid a rise in Adjusted TOE (used to set fares)?
Should capital costs be included in Total Operating Expenses (TOE)?

- 1) New provision about “**Major or Emergency Repair**” (**MOER**) expenses, initially proposed by Public Works as “Non-Capital Emergency Repairs” (NCER), but the WCFAC recommendation limits what would be included in fares instead of limiting what Public Works will pay on these expenses.
- 2) New provision about the **ER&R vessel rental fee** to constrain the portion that fares will pay to no more than half of annual fare revenue.
- 3) After the Public Works draft recognized that the **Tidelands lease expenses are a capital**, WCFAC instead of specifically adding them to operational expenses, excludes them and requests a refund of past fare payments.

Speed limits: In recognition that fares need to increase as costs increase, but increase at a rate that will maintain a full time residential population:

Existing Text and PW Proposal

NEW. *This term suggested by Public Works. All elements except items (6) and (7) are contained in existing code, so are not new, just reorganized into one place to reduce confusion.*

In 10.34.030

Beginning January 1, 2007, any interest income or income from state motor vehicle fuel tax for ferry operation will be deducted from the actual operating costs before the actual 55 percent fare box recovery rate is calculated.

in 10.34.005

D. "Fare box recovery rate" means the calculated percentage of total revenue generated through ferry user fees in comparison to total actual operating costs for the same period of time minus any revenue from the motor vehicle fuel tax meant for ferry operations, or from interest.

in 10.34.020

I. County employees on official county business shall be exempt from fares. All county employee trips exempt from fares will be tracked, and \$10.00 per trip will be credited toward the fare box recovery rate each year.

NEW items (6) and (7).

Public Works draft suggested this wording:

(6) Actual NCER expenditures, up to \$150,000 in a calendar year.

WCFAC Recommendation

A. "Adjusted Total Operating Expenses" (ATOE) is the amount of Total Operating Expenses (TOE) minus adjustments listed here and then used in the calculation of the Fare Box Recovery Goal. Beginning January 1st, 2007, the ATOE amount shall be determined by subtracting the following amounts from the TOE:

(1) Motor Vehicle Fuel Tax Attributable to Ferry Operations;

(2) Ferry Deficit Reimbursement Funds (RCW 47.56.725 (2));

(3) Investment income or loss;

(4) County employee trips as defined in 10.34.010(l);

(5) Other miscellaneous Income – such as immaterial amounts due to NSF checks;

(6) Beginning January 1, 2024, MOER expenses greater than 5% of the average of the past three years of total ferry user fees;

(7) Beginning January 1, 2024, vessel rental fees greater than 50% of average of past three years total annual ferry user fees.

WCFAC Comments

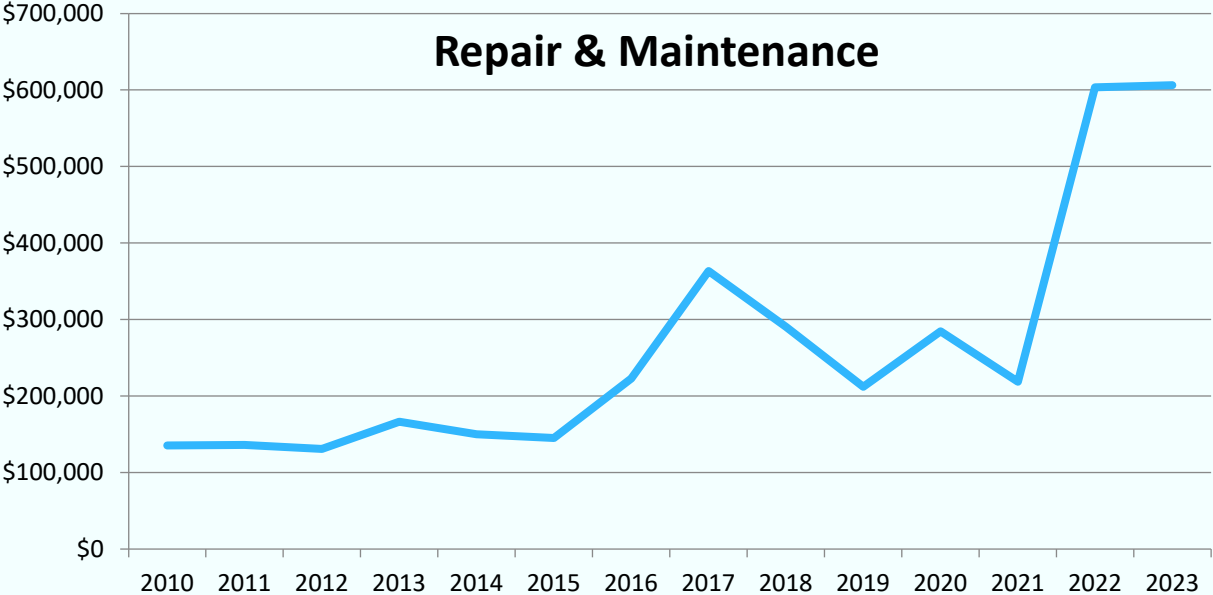
Extremely important new definition that brings together bits and pieces of the existing code . Continue to use the date 2007, not 2024, since the existing code said these were to be deducted beginning 1/1/2007.

Item (6) and **Item (7)** are new items, each of which state beginning 1/1/2024. Both of these new items seek to prevent fares from ping-ponging when very large unusual expenses occur. No toll road averaging \$1.5 million annual revenue can produce in two years additional fares totaling \$396,000 for ER&R vessel rental and \$430,000 in major longevity dock repair costs. Fares need to rise as cost do, but leveling of large spikes in costs is needed to prevent changes in trips taken.

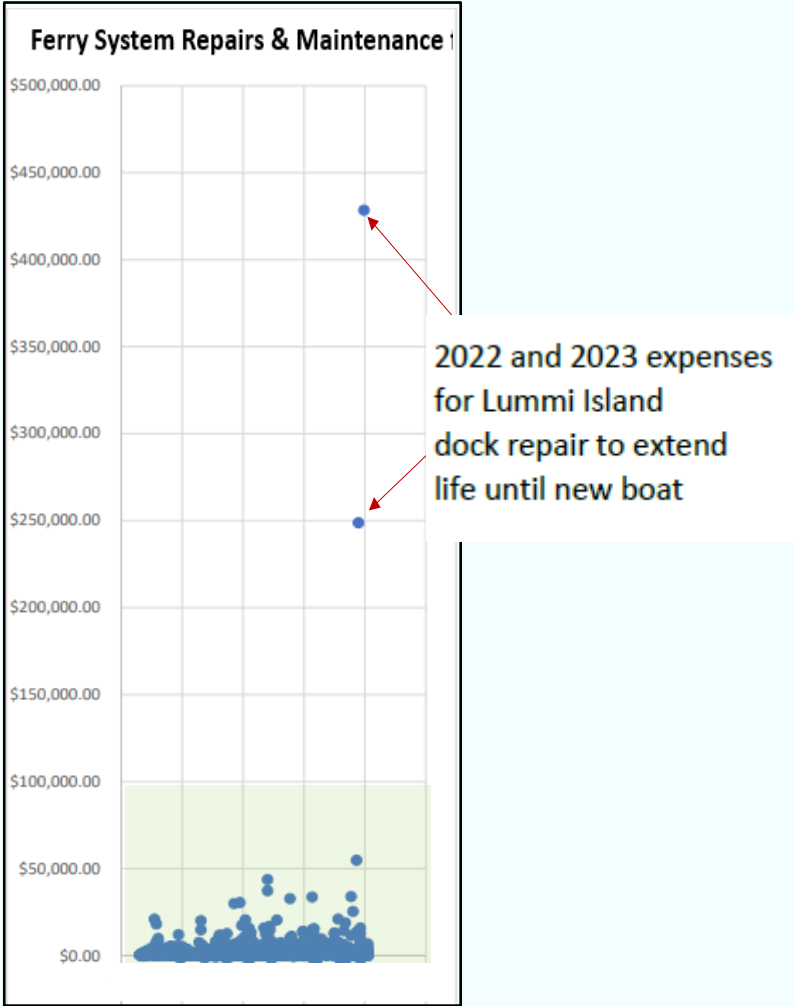
Item (6) refers to the new term and definition (MOER) discussed above. Rather than the Public Works proposal for a base amount being covered by their budget and whatever the remaining costs are would be covered by fares, we propose that the increase in required fares have a limit that is set as a percentage of annual fare revenue.

Item (7) is a new item, and refers to the costs of maintaining the physical vessel. The Equipment Rental and Revolving Fund rental fee used an average of 24% of the annual fare revenue for 15 years, and last year spiked to needing 38% of fare revenue. This does not include crew wages and benefits or county administrative costs.

To what extent can unusually large costs (major or emergency) be accommodated in a predictable fare structure?

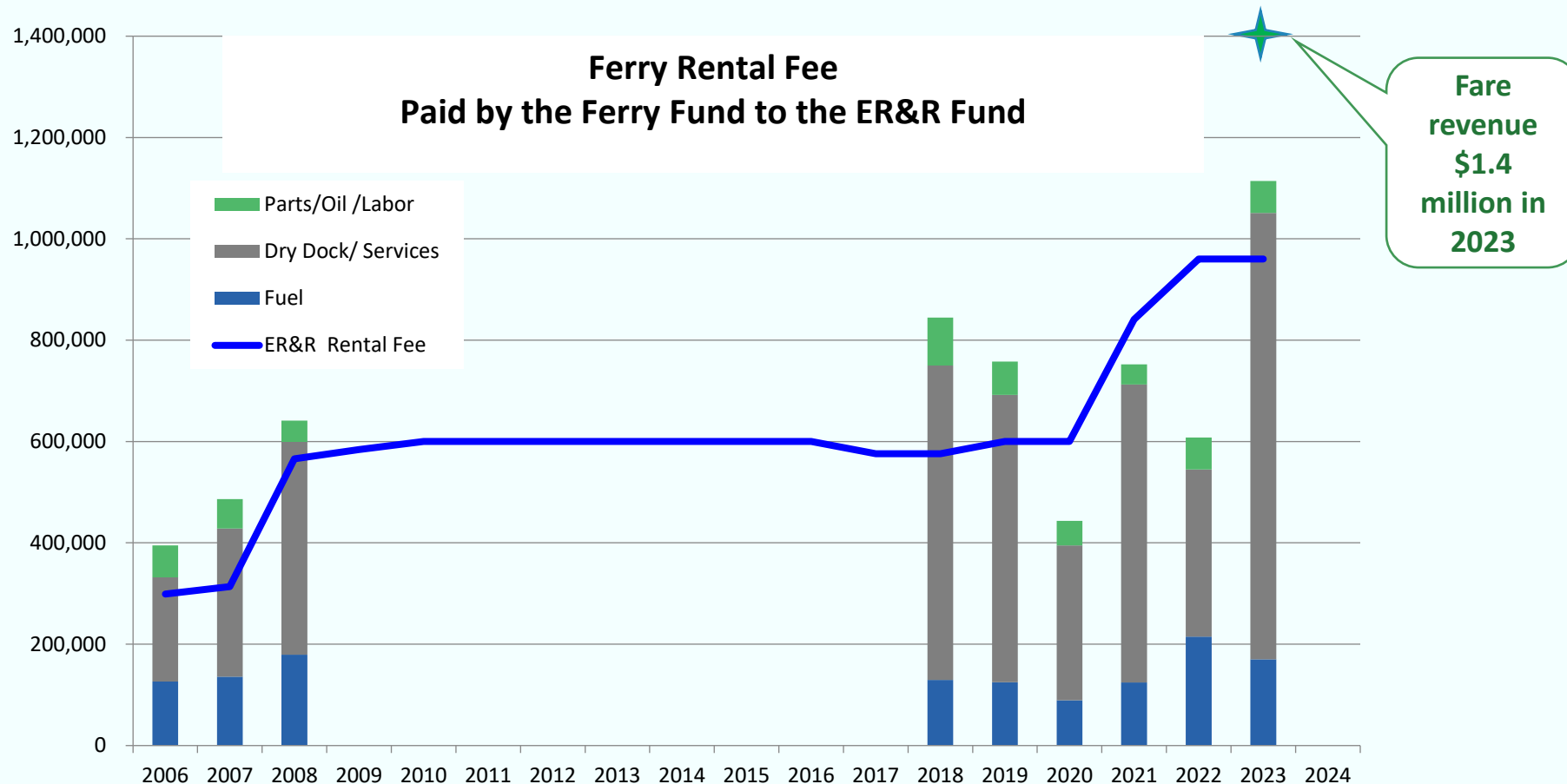


10 Years of Ferry System Repair & Maintenance: the blue dots are 1,107 entries for 2013 through April 2023



How quickly can fare revenue rise compared to costs?

The ferry is owned by the Whatcom County Equipment Rental and Revolving Fund (ER&R). The annual costs vary while the rental fee bridges the lower and higher years. Fares pay 55% of rental fee, which is estimated the year before and paid quarterly.

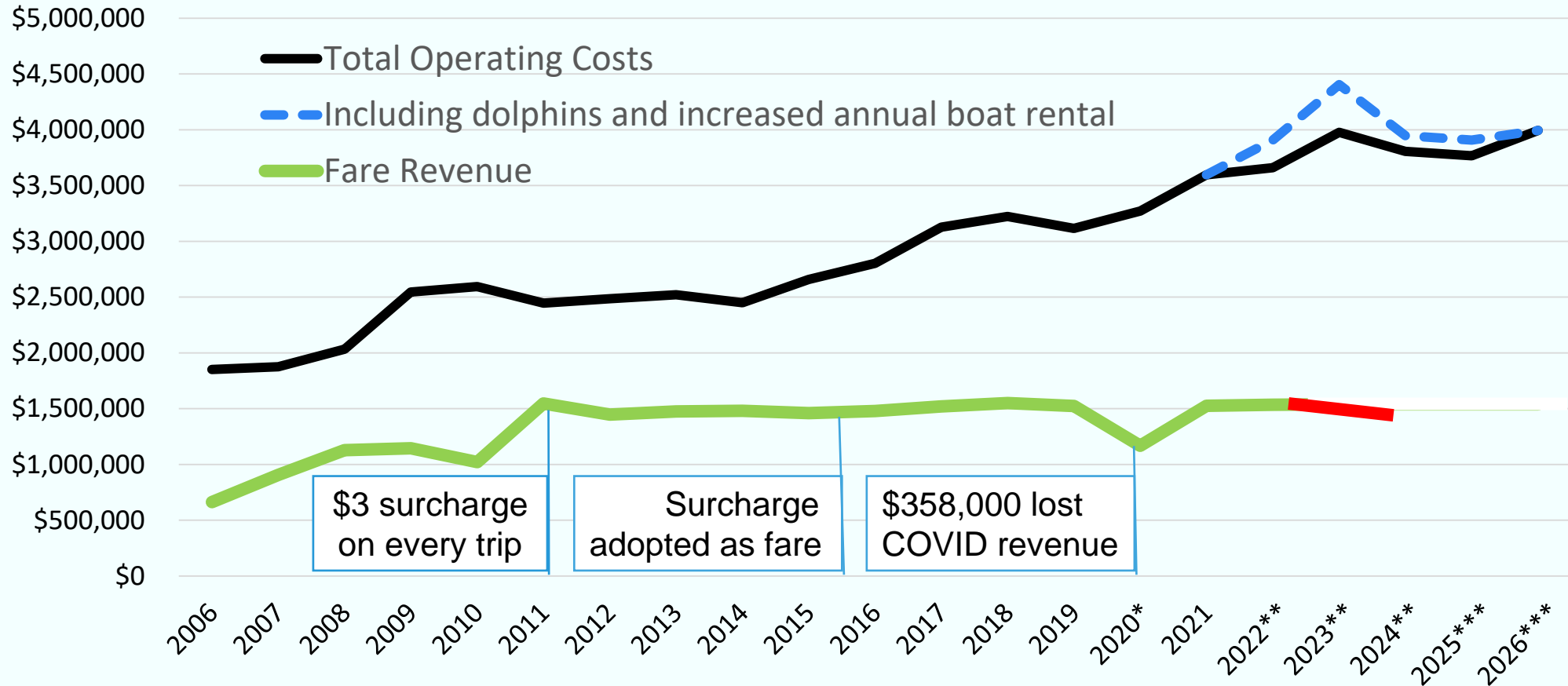


Lots of Housekeeping Changes + Policy Changes of Interest

- 1) Provision of **allowing punch-cards to be exchanged for new punch-cards** when fares change, according to the value remaining on the prior punch-card.
- 2) Changing implementation of new fares so that the **immediate increase in cash fares is better matched by new punch-cards** being required within one month.
- 3) **County employee trips matched to the current fares** rather than leaving it fixed at \$10.
- 4) **Limiting the growth of both excess fares and deficits in fares** so that neither can accumulate beyond certain points.
- 5) **Allowing a fare increase after 3 sequential years of fares not reaching 55% goal** even if funds remain in the cumulative fare box reserve.

Questions on proposed code amendments?

What are the Trends in Costs and Fare Revenue?



* 2020 fare loss due to COVID restrictions ;

** 2022-2024 preliminary Public Works budget numbers;

*** Out-of-date projections from summer 2022

Problems with existing fare structure

When the \$3 surcharge was added in 2011, then turned into fare in July, 2015, it distorted the relationship among the fares.

The executive's proposal begins to correct this by holding Passenger/Pedestrian fares constant while increasing others.

Relationship of fare classes:

<u>price of single trip</u>	<u>2010</u>	Ratio to pass.veh with driver price	<u>2024</u>	Ratio to pass.veh with driver price	<u>Skagit</u>	<u>Pierce</u>	<u>Vashon</u>	<u>Bainbrge</u>
	pedestrians/passengers	\$4	0.40	\$8	0.57	0.33	0.33	0.32
veh<11,000lbs/driver	\$10	1.00	\$14	1.00	1.00	1.00	1.00	1.00

Impact on fares:

<u>price of single trip</u>	<u>2010</u>	<u>2024</u>	<u>increase</u>
pedestrians	\$4	\$8	100%
veh<11,000lbs/driver	\$10	\$14	40%
large truck	\$130	\$146	12%

Very different impacts that would carry over by simply equally increasing today's fares. The Executive's proposal does not improve this.

To protect our funding from the state, fares not including surcharges cannot be less than what they were on 1/1/2015.

What about the surcharge distortion?

Fare Class (does not include "free" ticket classes)	2010 - 2015 Whatcom	2021 - 2024 Whatcom	our choice	Non-peak price			
				multiple of pass. veh./driver			
				Skagit	Pierce	Vashon	Bainbrge
Passenger / Pedestrian							
Passenger/Pedestrian Cash*	0.40	0.57	0.40	0.33	0.33	0.32	0.31
Passenger/Pedestrian Multiride							
Needs Based Multiride (25->10)							
Vehicle / Driver							
Bicycle w/Rider	0.4	0.6	0.4	0.4			
Motorcycle w/Driver	0.6	0.6	0.6	0.5	0.5	0.5	0.5
Motorcycle w/Driver Multiride							
Vehicle < 11k W/Driver Cash	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Vehicle < 11k W/Driver Multiride							
*Vehicle < 11k W/Driver Multiride							
Needs Based Vehicle W/Driver							
Vehicle/Driver - small truck < 20,000	3.0	2.4	3.0	1.6	2.0	2.5	1.7
Vehicle - small truck Multiride							
Vehicle/Driver - med truck < 36,000	6.5	5.4	6.5	3.1	3.1	5.0	4.4
Vehicle - med truck Multiride							
Vehicle/Driver - large truck < 50,000	13.0	10.4	13.0	9.3	7.3	8.8	8.7
Vehicle - large truck Multiride							
Trailer							
Trailer < 16 feet	1.5	1.5	1.5				
Trailer 16-30 feet	3.0	2.8	3.0				
Trailer > 30 feet	6.0	5.1	6.0				

The group decided to go back to the 2010 relationships among fares to undo the distortion.

However, when it came time to look at the results, the decision was not to decrease the pedestrian cash fare. So that fare and the bicycle with rider fares were both changed to the same as today.

Meanwhile, the passenger pedestrian punchcard was kept at a 25% discount from what the fare would have been without rounding to even dollars.

Executive's Proposed Discounts Compared

Fare Class	2010 - 2015 Whatcom	2021 - 2024 Whatcom	Exec. Proposal	Non-peak price				WCFAC
				% discount from single trip price				
				Skagit	Pierce	Vashon	Bainbrge	
Passenger / Pedestrian								
Passenger/Pedestrian Cash*								
Passenger/Pedestrian Multiride	60%	44%	15%	25%	29%	19%	20%	25%
Needs Based Multiride (25->10)	83%	65%	60%	52%	47%	50%	50%	60%
Vehicle / Driver								
Bicycle w/Rider								
Motorcycle w/Driver								
Motorcycle w/Driver Multiride	47%	27%	15%	11%	26%	20%	20%	25%
Vehicle < 11k W/Driver Cash								
Vehicle < 11k W/Driver Multiride	28%	20%	15%					25%
*Vehicle < 11k W/Driver Multiride	36%	33%	15%	18%	22%	20%	20%	25%
Needs Based Vehicle W/Driver	64%	63%	60%	34%	16%	16%	16%	60%
Vehicle/Driver - small truck < 20,000								
Vehicle - small truck Multiride	29%	15%	15%	0%	0%	0%	0%	0%
Vehicle/Driver - med truck < 36,000								
Vehicle - med truck Multiride	24%	15%	15%	0%	0%	0%	0%	0%
Vehicle/Driver - large truck < 50,000								
Vehicle - large truck Multiride	20%	15%	15%	0%	0%	0%	0%	0%

General agreement that unlike these other ferry systems, there is neither good transit service nor secure parking on mainland, so higher discounts should continue for passenger vehicle trips.

Current (3/6/2024) Executive Proposal = about a 25% increase in revenue

Fare Class (does not include "free" ticket classes)	round trips/ticket	Proposed Final Price		2015 Applied Pricing	2024 Proposed Pricing	Rider Savings (Increase)	% Change	Per Ticket Rate Increase
		Ticket Price with Capital Surcharge	Ticket					
Passenger / Pedestrian								
Passenger/Pedestrian Cash*	1	\$ 8.00	Pedestrian	\$ 7.00	\$ 7.00	\$ -	0.0%	\$ -
Passenger/Pedestrian Multiride	25	\$ 174.00	Retired	\$ 88.00	\$ 149.00	\$ -	54.6%	\$ 61.00
Passenger/Pedestrian Multiride	10	\$ 70.00	New	\$ 35.20	\$ 60.00	\$ (12,784)	54.9%	\$ 24.80
Passenger/Pedestrian Multiride	20	\$ 140.00	New	\$ 70.40	\$ 120.00	\$ (51,138)	54.9%	\$ 49.60
Needs Based Multiride (25->10)	10	\$ 28.00	Red	\$ 28.00	\$ 28.00	\$ -	0.0%	\$ -
Post- HS full time student multiride	25	\$ 70.00	Retired	\$ 70.00	\$ 70.00	\$ -	0.0%	\$ -
Vehicle / Driver								
Bicycle w/Rider	1	\$ 8.00	Bike	\$ 7.00	\$ 7.00	\$ -	0.0%	\$ -
Motorcycle w/Driver	1	\$ 9.00	Motorcycle	\$ 8.00	\$ 8.00	\$ -	0.0%	\$ -
Motorcycle w/Driver Multiride	25	\$ 195.00	Retired	\$ 140.00	\$ 170.00	\$ -	18.2%	\$ 30.00
Motorcycle w/Driver Multiride	10	\$ 78.00	New	\$ 56.00	\$ 68.00	\$ (210)	18.2%	\$ 12.00
Vehicle < 11k W/Driver Cash	1	\$ 15.00	Vehicle	\$ 13.00	\$ 14.00	\$ (27,789)	7.1%	\$ 1.00
Vehicle < 11k W/Driver Multiride	10	\$ 129.00	Drk Blue	\$ 102.00	\$ 119.00	\$ (3,145)	15.2%	\$ 17.00
Vehicle < 11k W/Driver Multiride	25	\$ 323.00	Retired	\$ 210.00	\$ 298.00	\$ -	37.4%	\$ 88.00
Vehicle < 11k W/Driver Multiride	20	\$ 258.00	New	\$ 168.00	\$ 238.00	\$ (229,950)	37.2%	\$ 70.00
Needs Based Vehicle W/Driver	10	\$ 56.00	Gold	\$ 52.00	\$ 56.00	\$ (2,188)	7.7%	\$ 4.00
Vehicle/Driver - small truck < 20,000	1	\$ 35.00	Small Truck	\$ 32.00	\$ 34.00	\$ (1,476)	6.1%	\$ 2.00
Vehicle - small truck Multiride	10	\$ 299.00	Grey	\$ 272.00	\$ 289.00	\$ (1,088)	6.0%	\$ 17.00
Vehicle/Driver - med truck < 36,000	1	\$ 80.00	Med Truck	\$ 75.00	\$ 79.00	\$ (1,492)	5.3%	\$ 4.00
Vehicle - med truck Multiride	10	\$ 800.00	Salmon	\$ 638.00	\$ 790.00	\$ (5,016)	23.5%	\$ 152.00
Vehicle/Driver - large truck < 50,000	1	\$ 153.00	Large Truck	\$ 145.00	\$ 152.00	\$ (854)	4.8%	\$ 7.00
Vehicle - large truck Multiride	10	\$ 1,530.00	Purple	\$ 1,233.00	\$ 1,520.00	\$ (5,740)	23.1%	\$ 287.00
Trailer								
Trailer < 16 feet	1	\$ 22.00	TRL <16ft	\$ 20.00	\$ 21.00	\$ (767)	4.8%	\$ 1.00
Trailer < 16 feet Multiride	5	\$ 110.00	New	\$ 100.00	\$ 105.00	\$ (45)	4.8%	\$ 5.00
Trailer 16-30 feet	1	\$ 41.00	TRL 16-30ft	\$ 38.00	\$ 40.00	\$ (808)	5.1%	\$ 2.00
Trailer 16-30 feet Multiride	5	\$ 205.00	New	\$ 190.00	\$ 200.00	\$ -		
Trailer > 30 feet	1	\$ 75.00	TRL >30ft	\$ 70.00	\$ 74.00	\$ (72)	5.6%	\$ 4.00
Special Trips after boat shut-down								
Special Trips after boat shut-down	1	\$ 631.00	After Hours	\$ 600.00	\$ 630.00	\$ (210)	5.0%	\$ 30.00

These categories of multi-trip tickets (punch-cards) represent over 60% of all trips; and are the primary tickets used by full time island residents.

Alternate Fare Structure developed through WCFAC meeting with community members on 3/18/24

		\$1,394,000 2023 actual			Current 2024 as distorted by surcharges		Total revenue with \$1 surcharge \$1,709,000			15% Goal net over 2024		\$209,000
		\$1,331,000 projected 2024					Fare Revenue \$1,567,578					\$237,000
% of all trips	Fare Class (does not include "free" ticket classes)	round trips/ticket	Est. ticket sales	2024 Inferred Est. Trips	Ticket Price with Capital Surcharge	2024 price per round trip	Ticket Price with Capital Surcharge	alternate price per round trip	Projected Revenue	pass.veh . Ratio	punch-card discount	change from today
	Passenger / Pedestrian											
13%	Passenger/Pedestrian Cash	1	####	18291	\$8.00	\$8.00	\$8.00	\$8.00	\$146,330	- 0.40		0%
17%	Passenger/Pedestrian Multiride*	25	1000	25002	\$113.00	\$4.52	\$141.00	\$5.60	\$141,010		25%	24%
1%	Needs Based Multiride (25->10)	10	161	1610	\$28.00	\$2.80	\$32.00	\$3.20	\$5,153		60%	14%
	Vehicle / Driver											
1%	Bicycle w/Rider	1	953	953	\$8.00	\$8.00	\$8.00	\$8.00	\$7,623	- 0.40		0%
0.1%	Motorcycle w/Driver	1	158	158	\$9.00	\$9.00	\$9.00	\$9.00	\$1,419	0.6		0%
0.1%	Motorcycle w/Driver Multiride	25	7	173	\$165.00	\$6.60	\$169.00	\$6.75	\$1,171		25%	2%
18%	Vehicle < 11k W/Driver Cash	1	####	26400	\$14.00	\$14.00	\$15.00	\$15.00	\$395,993	1.00		7%
1%	Vehicle < 11k W/Driver Multiride	10	183	1832	\$112.00	\$11.20	\$113.00	\$11.25	\$20,696		25%	0%
43%	*Vehicle < 11k W/Driver Multiride	25	2602	65043	\$235.00	\$9.40	\$281.00	\$11.25	\$731,083		25%	20%
4%	Needs Based Vehicle W/Driver	10	542	5415	\$52.00	\$5.20	\$60.00	\$6.00	\$32,492		60%	15%
0.5%	Vehicle/Driver - small truck < 20,000	1	701	701	\$33.00	\$33.00	\$45.00	\$45.00	\$31,550	3.0		36%
0.4%	Vehicle - small truck Multiride	10	63	634	\$282.00	\$28.20	\$450.00	\$45.00	\$28,512			60%
0.2%	Vehicle/Driver - med truck < 36,000	1	354	354	\$76.00	\$76.00	\$98.00	\$98.00	\$34,726	6.5		29%
0.2%	Vehicle - med truck Multiride	10	33	327	\$648.00	\$64.80	\$980.00	\$98.00	\$32,017			51%
0.1%	Vehicle/Driver - large truck < 50,000	1	116	116	\$146.00	\$146.00	\$195.00	\$195.00	\$22,601	13.0		34%
0.1%	Vehicle - large truck Multiride	10	20	198	\$1,243.00	\$124.30	\$1,950.00	\$195.00	\$38,610			57%
	Trailer											
0.5%	Trailer < 16 feet	1	767	767	\$21.00	\$21.00	\$21.00	\$21.00	\$16,107	1.5		0%
0.0%	Trailer < 16 feet Multiride	5	9	45			\$0.00		\$0			
0.3%	Trailer 16-30 feet	1	404	404	\$39.00	\$39.00	\$39.00	\$39.00	\$15,756	3.0		0%
0.0%	Trailer 16-30 feet Multiride	5	0	0			\$0.00		\$0			
0.01%	Trailer > 30 feet	1	18	18	\$71.00	\$71.00	\$71.00	\$71.00	\$1,278	6.0		0%
100.0%	Special Trips after boat shut-down	1	7	7	\$ 601.00	\$ 601.00	\$631.00	\$631.00	\$4,417			5%

The goal was to achieve the original request for a 15% increase over 2023 fare revenue, or \$209,000.

This combination of fares produces \$237,000 more revenue than that projected by Public Works for 2024, using the reduced ridership estimated for 2024.

It also begins to correct some of the structural problems created by the surcharges.

A summer surcharge is recommended to obtaining additional fare revenue.

What about a summer surcharge only on electronic tickets?

Note: Rounding to even dollars impacts % change.

Recommended summer surcharge = 25%

% of all trips	Fare Class (does not include "free" ticket classes)	2024 Inferred annual Trips	summer % of trips	June-Aug round trips	2024 fare per round trip	alternate fare per round trip	added revenue	summer fare per trip	change from today	Summer Ticket Price	
13%	Passenger/Pedestrian Cash*	19254	43%	8284	\$7.00	\$7.00	\$16,568	\$9.00	29%	\$10.00	
17%	Passenger/Pedestrian Multiride	25775	27%								
1%	Needs Based Multiride (25->10)	1660									
1%	Bicycle w/Rider	1003	55%	556	\$7.00	\$7.00	\$1,112	\$9.00	29%	\$10.00	
0.1%	Motorcycle w/Driver	166	55%	91	\$8.00	\$8.00	\$182	\$10.00	25%	\$11.00	
0.1%	Motorcycle w/Driver Multiride	175									
18%	Vehicle < 11k W/Driver Cash	27789	39%	10838	\$13.00	\$14.00	\$43,351	\$18.00	38%	\$19.00	
1%	Vehicle < 11k W/Driver Multiride	1850	23%								
43%	*Vehicle < 11k W/Driver Multiride	65700	23%								
4%	Needs Based Vehicle W/Driver	5470									
0.5%	Vehicle/Driver - small truck < 20,000	738	28%	207	\$32.00	\$44.00	\$2,273	\$55.00	72%	\$56.00	
0.4%	Vehicle - small truck Multiride	640									
0.2%	Vehicle/Driver - med truck < 36,000	373	32%	119	\$75.00	\$97.00	\$2,865	\$121.00	61%	\$122.00	
0.2%	Vehicle - med truck Multiride	330									
0.1%	Vehicle/Driver - large truck < 50,000	122	16%	20	\$145.00	\$194.00	\$956	\$243.00	68%	\$244.00	
0.1%	Vehicle - large truck Multiride	200									
0.5%	Trailer < 16 feet	767	39%	299	\$21.00	\$20.00	\$1,496	\$25.00	19%	\$26.00	
0.3%	Trailer 16-30 feet	404	35%	141	\$39.00	\$38.00	\$1,414	\$48.00	23%	\$49.00	
0.0%	Trailer > 30 feet	18	39%	7	\$71.00	\$70.00	\$126	\$88.00	24%	\$89.00	
							\$70,343				

We wonder why this could not be implemented this summer. It only involves programming the electronic billing devices that crew uses and adding summer charges to new signs. The signs and programming will have to be altered anyway. This would provide the additional revenue the administration was seeking from fare increases

Major Community Comments about Fares

There was a very large and strong push for electronic ticketing that would allow residents to accumulate additional discounts as they purchased more tickets during the calendar year; or some other form of quantity discounts for residents including for cash fares that electronic ticketing such as “good to go” would allow.

- Near unanimity on instituting a summer surcharge on the electronic tickets for all single trip purchases, at the 25% rate that is common in WA, even with the understanding of its impacts on residents.
- The huge percentage increase in costs in the Executive's proposal would make people change their trip patterns
- Given overall cost increases, the 15% originally stated was something that most thought reasonable and would not change behavior too much
- There was near unanimity on no discount for trucks and trailers, but we were out of time to discuss the actual fares resulting from restructuring and these may be a shock when people have time to look at them.
- They did not want to see the pedestrian fare lowered as long as it is kept the same until the vehicle/driver fare approaches making it about the same relationship as the other ferry systems.
- There was little discussion around the 60% needs based discount, and no change

There was a fair amount of complaint about whether or not the costs of the ferry had been apportioned correctly. There was strong complaint about the speed with which the committee and community had been forced to react. The suggested fare structure would have a much better chance of being both fair and acceptable if the community had a few weeks to look at it and possibly make modifications. **This is not the way to get community input and the best advice of your Whatcom County Ferry Advisory Committee.**

Questions or Comments About Alternative Fare Schedule

Thank you very much for your attention to both the code amendments and the fare structure that the Whatcom County Ferry Advisory Committee has developed with help from many community members.