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Sturgill, Richard C.
D/B/A The Semiahmoo Bay Ferry Service
1218 Fourth Street
Blaine, WA 98230

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STATE OF WASH.
UTIL. AND TRANSP.
COMMISSION

May 29, 2003

State of Washington
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION
1300 S. Evergreen Park Drive S. W.
PO Box 47250
Olympia, WA 98504-7250

Subject: Request for 1-year extension of Water Transportation Permit No. BC 000122,
Passenger and Freight Service between: Blaine Harbor and Semiahmoo Spit.

Dear Honorable Commissioners,

Please give every consideration to extend my Water Transportation Permit for one year for the following reasons.

Over the past five years, I have been actively working on developing passenger and freight service between Blaine Harbor and Semiahmoo, and White Rock, BC, Canada.

The city of Blaine, the Port of Bellingham and the city of White Rock, BC including the Trillium Corporation which owns the privately owned waterfront property at Semiahmoo are very interested in modern Passenger ferry service between Blaine and Semiahmoo, and White Rock, BC, Canada. However much still needs to be done if modern passenger service is to become a reality.

Currently the infrastructure on the waterfront both at the Blaine Harbor, which is owned by the Port of Bellingham and Semiahmoo, privately owned by the Trillium Corporation does not support modern ferry service.

A Federally funded \$200,000 feasibility study the goal of which is to answer questions concerning, the what, where, how, and when of adding modern passenger only ferry service choice to the traveling public between Blaine, Semiahmoo, and White Rock, BC, Canada is soon to begin. Basically this work will unequivocally demonstrate whether or not modern passenger ferry service is warranted and economical feasible or not.

This funding and effort is being managed by:
Mr. Gordon Rogers, Whatcom Council of Governments, Mr. Rogers phone
number is (360) 676-6974.

It would seem prudent as a business decision, for me, the Port of Bellingham,
both the cities of Blaine, WA and White Rock, BC, Canada, and the Trillium Corporation
to wait and see the results of this major study as to whether modern passenger ferry
service between Blaine, Semiahmoo, White Rock, BC, Canada is feasible or not.

As I mentioned earlier the waterfront infrastructure at both potential terminals,
Blaine and Semiahmoo supporting modern ferry service does not exist.

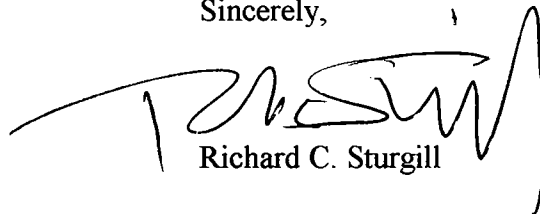
The existing dock at Semiahmoo is substandard; the gangway ramp is short, steep and
does not meet the standards of American's with Disabilities Act, on the Blaine Harbor
side. The facility currently does not support modern ferry service, lack of public parking
space, docking, etc.

A positive outcome from the above mentioned study will drive the stake holders
interested in modern ferry service up here in Blaine, the lower mainland, BC, Canada to
make the necessary decisions leading to modern ferry passenger service between Blaine,
Semiahmoo and White Rock, BC, Canada.

If you require additional information, in making your decision whether or not to
extend my permit to carry passengers and freight, please feel free to contact me by phone
or fax same number (360) 332-5742 or my address is printed on the front page.

Thank you for your patience and considerations.

Sincerely,



Richard C. Sturgill

Enc.: (2)

Statement of Work for International Passenger-only Ferry Study

Nature of the project

This project will complete preliminary work needed to establish an international passenger ferry service connecting the city of Blaine, including the Semiahmoo peninsula with the community of White Rock in British Columbia, Canada. The ferry service will potentially provide much-needed transportation connections among U.S. and Canadian border communities by providing a transportation alternative to commuters, tourists, students and other travelers. Work for this project will include a feasibility analysis and identification of a preliminary identification of ideal vessel type, size, and docking facility requirements, permitting processes, and financing options for acquisition and operation. Operating logistics including international inspection agency considerations and service route characteristics will be included in the work.

Background and existing work

The addition of modern passenger-only ferry service for the Whatcom/Lower mainland B.C. region has been suggested and discussed informally in many transportation forums over the last decade. This concept has, as a basis, the history of a region relying heavily on local and regional marine movement of people and goods beginning at the turn of the century with schooners plying Puget Sound waters, and a "Mosquito Fleet" providing more local movement. As highway infrastructure becomes more costly and environmental concerns become more pointed, local and regional marine transportation becomes an increasingly viable option. Transportation-centered meetings of citizens, transportation specialists, and elected officials over the last two years have yielded increasing interest in passenger-only ferry service for the region.

This project will measure and record operational, logistical and financial considerations inherent in providing passenger-only ferry services, and examine economies of scale, develop service parameters, identify costs and establish potential project partners to implement the service, if found viable.

Products of the work entailed in this project will answer questions concerning the what, where, how and when of adding passenger-only ferry travel to transportation choices of the traveling public.

The Project Components

Demand Potential

A primary focus of this study is to realistically identify the type and scale of demand for marine passenger-only ferry service among possible ports of call possibly including White Rock, British Columbia; Blaine, Washington; Semiahmoo Spit, Bellingham, WA; the San Juan Islands, Lummi Island, WA and other possible centers of service demand.

Economic Feasibility

Economic viability is a critical component of the work to be completed under this project. This study will establish, or lay to rest, the need and economic practicality of such service. Aspects of public transportation where traditional transit service is not available or is impractical, along with private sector considerations, will be reviewed in the study.

Vessel and System Design Requirements

Passenger-only ferry vessel designs will be explored to scale the project according to existing and potential future demand. Support system requirements based on vessel scale will be analyzed as part of the project.

Financial

Connections with existing ferry systems offer commuter service opportunities in the region. Passenger-only ferry service offers substantial alternative opportunity for passenger travel in the four-county North Sound region. The feasibility, scope and manner of such service will be explored in this study.

International Passenger-only Ferry work products will include a study and report of potential passenger ferry locations and commuter trip demand generated by those waterborne connections along with an assessment of possible connections with land based transit services. The study will include an analysis of the scale, vessel type, operating system requirements and a preliminary operating budget for an effective passenger-only ferry service system as well as an action plan, outlining the steps needed to implement passenger ferry service, and correlating with a separate passenger ferry study and preliminary design proposal will be produced.

Mapping

Generate and produce maps and overlays of proposed service areas, any existing facilities and proposed routes. Maps and overlays suitable for incorporation into reports and for open forum presentation purposes will be produced as part of this project.

Relationship/correlation with other current regional projects and documents:

Whatcom Transportation Plan

The need for inter-county, and inter- and intra-regional commuter transportation is clearly identified in the Whatcom Transportation Plan (WTP). This recently adopted 2001 twenty-year plan was written to update and combine Whatcom Regional and Metropolitan Transportation Plans.

Border Stakeholder Forum (IMTC)

The International Mobility and Trade Corridor project is a broad-based, bi-national coalition of agencies, elected officials, private interests and NGOs voluntarily coordinating projects and seeking funding for transportation efficiency and security. The IMTC has consistently endorsed the importance of cross border commuting and associated economic development issues, including those relative to marine-borne transportation.

North Sound Connecting Communities Projects

This project will incorporate other work in progress and anticipated by the North Sound Connecting Communities Project including a traveler information kiosk program, and a multi-modal commuter study.

Matching contributions

Non-federal cash will be available for portions of this project although specific amounts are uncertain at this time. Private sector partners have indicated availability of funds up to \$137,000 for facility improvements directly related to this project, but since this is a study and not implementation it is unclear how much of that amount can acceptably be cited as match. Some additional cash and in-kind contributions from other project partners are anticipated as well. Work and some added cash contributions will likely be provided over the course of this project by several private sector interests, the Port of Bellingham, the City of White Rock, British Columbia, the Province of British Columbia, and Transport Canada.

TOTAL PROJECT COST

Federal contribution	\$200,000
Local confirmed cash contribution	<u>\$ uncertain</u>
Preliminary Total project cost including cash contributions	\$200,000+
Plus added cash and in-kind contributions	\$ ++,+++