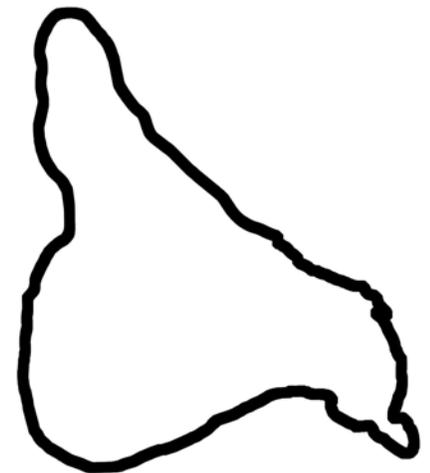


# Guemes Island Ferry Committee Monthly Meeting

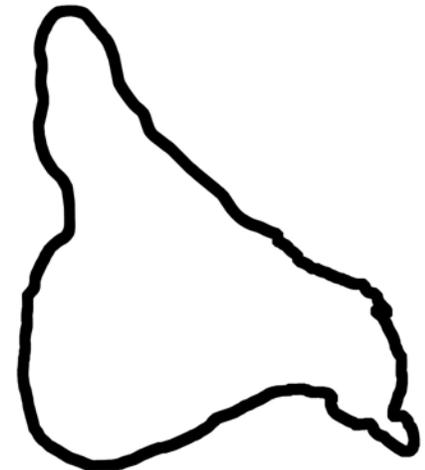
October 9th, 2025

Location: Guemes Island Community Hall  
7549 Guemes Island Rd, Anacortes, WA  
98221

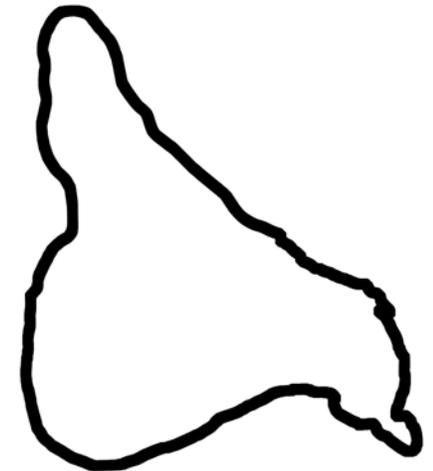


# Meeting Agenda

- Call to Order
- Introduction
- Meeting Duties:
  - Agenda Approval
  - Minutes Approval
- Regular Business:
  - 2026 Proposed Fare Increase
  - Basis for Increase
  - Target Comparison
  - Financial Trend
  - Ridership Changes
  - Spending
  - Capital Expenditures
  - Missed Opportunities
  - Decreasing Expenses
- Public Comment: Q&A from Attendees
- Call to Action: What You Can Do
- GIFC Follow Up



# 2026 Proposed Fare Increase



Posted Fares (Surcharge Included) with O&M Fare Increase (Surcharge Omitted)					2025	2025	2026	2026
Fare Category	2025 Posted Fare	2025 Posted Fare	2026 Posted Fare	2026 Posted Fare	O&M Fare % Increase *			
Passenger	Non-Peak	Peak	Non-Peak	Peak	Non-Peak	Peak	Non-Peak	Peak
Adult	\$5.50	\$6.75	\$6.75	\$8.50	29%	28%	28%	30%
Senior (+ 65)/ disabled	\$3.50	\$4.00	\$4.50	\$5.00	56%	27%	14%	29%
Youth - 18 & under								
Rider & Bicycle	\$6.75	\$8.50	\$8.50	\$10.75	28%	30%	30%	30%
Riders & Bicycle senior/ disabled	\$5.00	\$5.75	\$6.50	\$7.25	43%	31%	20%	29%
Passenger Multi-Ride								
25 -trip adult passenger	\$122.50	\$153.75	\$153.75	\$197.50	51%	93%	28%	30%
25 -trip senior/ disabled	\$81.00	\$93.50	\$106.00	\$118.50	57%	83%	33%	29%
Vehicle								
Motorcycle & rider	\$9.75	\$14.00	\$12.50	\$17.50	30%	30%	31%	29%
Vehicle/ driver under 22 feet	\$17.00	\$21.00	\$21.50	\$26.50	30%	31%	30%	31%
Vehicle/ driver senior/ disabled under 22 feet	\$14.00	\$17.00	\$17.50	\$21.50	30%	30%	29%	30%
Vehicle Multi-Ride								
20 -trip under 22 feet	\$326.00	\$386.00	\$416.00	\$496.00	53%	84%	30%	31%
20 -trip under 22 feet senior/ disabled	\$260.00	\$320.00	\$330.00	\$410.00	53%	91%	29%	30%
20 -trip Motorcycle	\$190.00	\$255.00	\$245.00	\$325.00	53%	109%	31%	29%
Vehicle Needs Based								
5 -trip Senior/Disabled ( RCW 84.36 .381) needs -based	\$56.00	\$68.75	\$71.00	\$88.00	30%	62%	29%	30%
Oversized Vehicles								
Over 22 feet under 30 feet	\$26.75	\$33.75	\$28.75	\$35.75	30%	31%	9%	7%
Under 40 feet	\$52.75	\$64.50	\$60.00	\$71.25	31%	30%	16%	13%
Under 50 feet	\$78.75	\$99.00	\$88.00	\$103.50	30%	30%	14%	6%
Under 60 feet	\$115.50	\$135.00	\$117.50	\$132.50	30%	30%	2%	-2%
Each 10 foot over 60	\$20.00	\$22.75	\$20.50	\$22.25	31%	32%	3%	-3%
Over width charge ( over 8 feet 6 inches)								
Oversized Vehicles 5-Trip Multi-Ride								
Over 22 feet under 30 feet	\$133.75	\$168.75	\$143.75	\$178.75	30%	31%	9%	7%
Under 40 feet	\$263.75	\$322.50	\$300.00	\$356.25	31%	30%	16%	13%
Under 50 feet	\$393.75	\$495.00	\$440.00	\$517.50	30%	30%	14%	6%
Under 60 feet	\$577.50	\$675.00	\$587.50	\$662.50	30%	30%	2%	-2%
Miscellaneous								
Charter/ extra trip/ after- hours (Operating Hours Extra R	\$582.70	\$582.70	\$761.25	\$761.25	17%	17%	31%	31%
Hazardous Materials (HAZMAT) Run **	\$786.64	\$786.64	\$1,027.69	\$1,027.69	521%	404%	31%	31%
After-Hours Charter	\$2,560.84	\$2,560.84	\$3,345.40	\$3,345.40	412%	412%	31%	31%
After-Hours Intergovernmental Emergency Services	Cost							

\* Percent increase is calculated using the following formula: (proposed fare - current fare) / current fare

\*\* 2023/2024 fare calculated based on 3 fuel trucks paying the under 40' fare category

# Basis for Increase: Revenue Target Calculation

Table 1 shows the revenue target calculation for 2026, which results in a fare revenue target of \$2,319,876. The MVFT and the WSDOT deficit reimbursement are subtracted from the O&M expenditures to figure adjusted O&M expenditures, which are then multiplied by 55 percent to produce the 2026 recovery target.

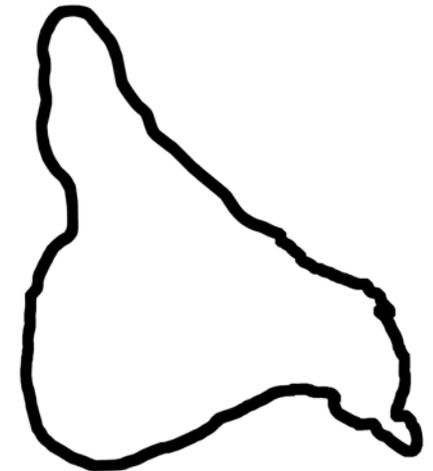
Table 1 - Revenue Target Calculation						
Year	Actual		Adjusted Budget <sup>(2)</sup>	Projected		Five Year Average
	2023	2024 <sup>(1)</sup>	2025	2026	2027	
O&M Expenditures	\$ 3,672,133	\$ 2,893,135	\$ 5,301,597	\$ 5,474,429	\$ 5,631,545	\$ 4,594,568
MVFT <sup>(3)</sup>	\$ 150,119	\$ 62,400	\$ 124,003	\$ 124,003	\$ 124,003	\$ 116,906
WSDOT Deficit Reimbursement <sup>(3)</sup>	\$ 212,507	\$ 258,189	\$ 275,945	\$ 275,945	\$ 275,945	\$ 259,706
Adjusted O&M	\$ 3,309,507	\$ 2,572,547	\$ 4,901,649	\$ 5,074,481	\$ 5,231,597	\$ 4,217,956
Fare Recovery Target <sup>(4)</sup>						55 %
2026 Ferry Fare Revenue Target						\$ 2,319,876

<sup>(1)</sup> Source: [Skagit County Cayenta FY2024 Budget Monitoring](#) & [2024 County Ferry System Operations Report](#)

<sup>(2)</sup> Adjusted Budget – see figure 1; Source: [2025 Ferry Budget Monitoring Report \(January to June 2025\)](#)

<sup>(3)</sup> 5-year average (2020-2024) used for 2025, 2026, and 2027 projected

<sup>(4)</sup> Goal is 65 percent by December 31, 2028 – the 2026 recovery target is 55 percent



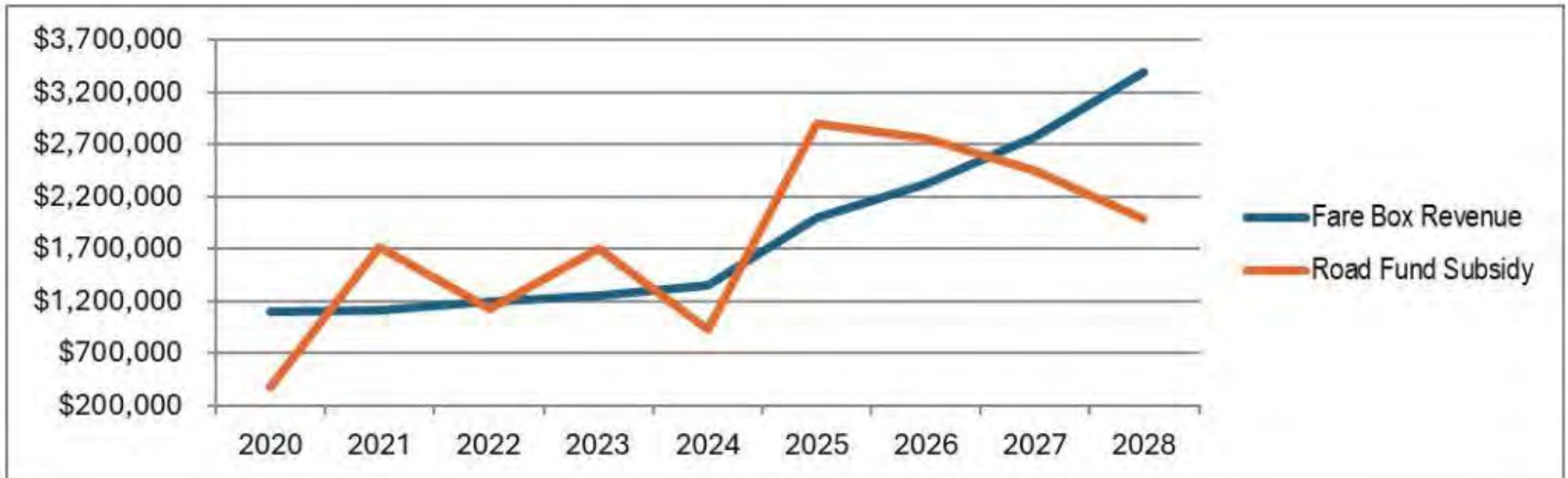
# 3 Year Revenue Target Calculation Comparison

2023/24 FRTC							
Year	ACT 2021	ACT 2022	ADJ 2023	PROJ 2024	PROJ 2025	FYA	
O&M Expenditures	\$3,144,332.00	\$2,904,594.00	\$3,412,205.00	\$3,535,727.00	\$3,628,363.00	\$3,325,044.20	
MVFT	\$133,417.00	\$132,992.00	\$118,963.00	\$118,963.00	\$118,963.00	\$124,659.60	
Deficit Reimbursement	\$184,560.00	\$451,672.00	\$280,341.00	\$280,341.00	\$280,341.00	\$295,451.00	
Adjusted O&M	\$2,826,355.00	\$2,319,930.00	\$3,012,901.00	\$3,136,423.00	\$3,229,059.00	\$2,904,933.60	
					2024 FFRT (65%)	\$1,888,207.00	
					Projected Revenue at 2023-2024 Fare Levels	\$1,361,488.00	
					Farebox Recovery	46.90%	
2025 FRTC							
Year	ACT 2022	ACT 2023	ADJ 2024	PROJ 2025	PROJ 2026	FYA	
O&M Expenditures	\$2,904,593.61	\$3,672,133.00	\$4,169,791.50	\$4,690,434.00	\$4,830,677.97	\$4,053,526.02	
MVFT	\$132,992.00	\$150,119.00	\$132,050.60	\$132,050.60	\$132,050.60	\$135,852.56	
Deficit Reimbursement	\$451,672.00	\$212,507.00	\$244,828.00	\$244,828.00	\$244,828.00	\$279,732.60	
Adjusted O&M	\$2,319,929.61	\$3,309,507.00	\$3,792,912.90	\$4,313,555.40	\$4,453,799.37	\$3,637,940.86	
					2025 FFRT (65%)	\$2,364,661.56	
					Projected Revenue at 2025 Fare Levels	\$1,991,647.00	
					Farebox Recovery	54.70%	
2026 FRTC							
Year	ACT 2023	ACT 2024	ADJ 2025	PROJ 2026	PROJ 2027	FYA	
O&M Expenditures	\$3,672,133.00	\$2,893,135.00	\$5,301,597.00	\$5,474,429.00	\$5,631,545.00	\$4,594,568.00	
MVFT	\$150,119.00	\$62,400.00	\$124,003.00	\$124,003.00	\$124,003.00	\$116,906.00	
Deficit Reimbursement	\$212,507.00	\$258,189.00	\$275,945.00	\$275,945.00	\$275,945.00	\$259,706.00	
Adjusted O&M	\$3,309,507.00	\$2,572,547.00	\$4,901,649.00	\$5,074,481.00	\$5,231,597.00	\$4,217,956.00	
					2026 FFRT (55%)	\$2,319,876.00	
					Projected Revenue at 2026 Fare Levels	\$2,345,969.00	
					Farebox Recovery	55.60%	

# Financial Trend of Farebox and Road Fund

	2020	2021	2022	2023	2024	2025	2026	2027	2028
Farebox Revenue	\$1,090,088	\$1,115,037	\$1,201,719	\$1,250,681	\$1,346,019	\$1,999,592	\$2,319,876	\$2,777,914	\$3,389,896
Road Fund Contribution	\$ 382,164	\$1,711,318	\$1,118,211	\$1,708,086	\$ 928,156	\$2,902,057	\$2,754,605	\$2,453,683	\$1,979,112

**Figure 6 – Financial Trend of Farebox Revenue & Road Fund Contribution**



# Ridership Changes

## Elasticity & Impact on ridership 2023-2024

Vehicle ridership in 2024 was up 2 percent from 2023, and passenger ridership was up 1 percent. Simply put, elasticity, or how sensitive passengers are to changes in fare prices, did not appear to negatively impact revenue in 2024. An elasticity below 1 means demand is inelastic, suggesting insensitivity to fare changes.

Vehicle Fare Elasticity 2023-2024  
Fare change: +14 percent  
Vehicle ridership change: +2 percent

$$\text{Elasticity} = \frac{2\%}{14\%} \approx 0.14$$

Passenger Ridership Elasticity 2023-2024  
Fare change: +14 percent  
Passenger ridership change: +1 percent

$$\text{Elasticity} = \frac{1\%}{14\%} \approx 0.07$$

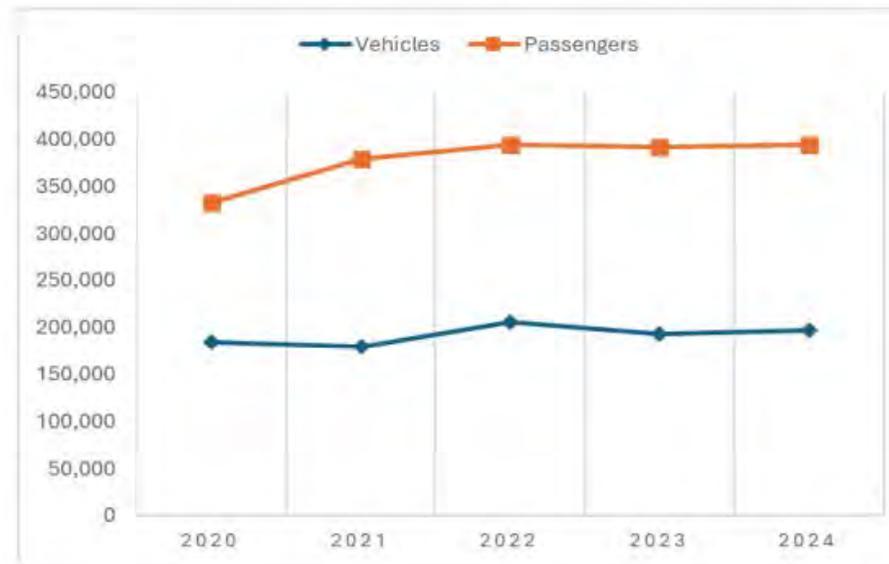
*\*from proposed 2026 ferry fare schedule*

# Ridership Changes

## Elasticity & Impact on ridership 2023-2024

Skagit County Public Works Department  
2025 Ferry Fare Revenue Target Report

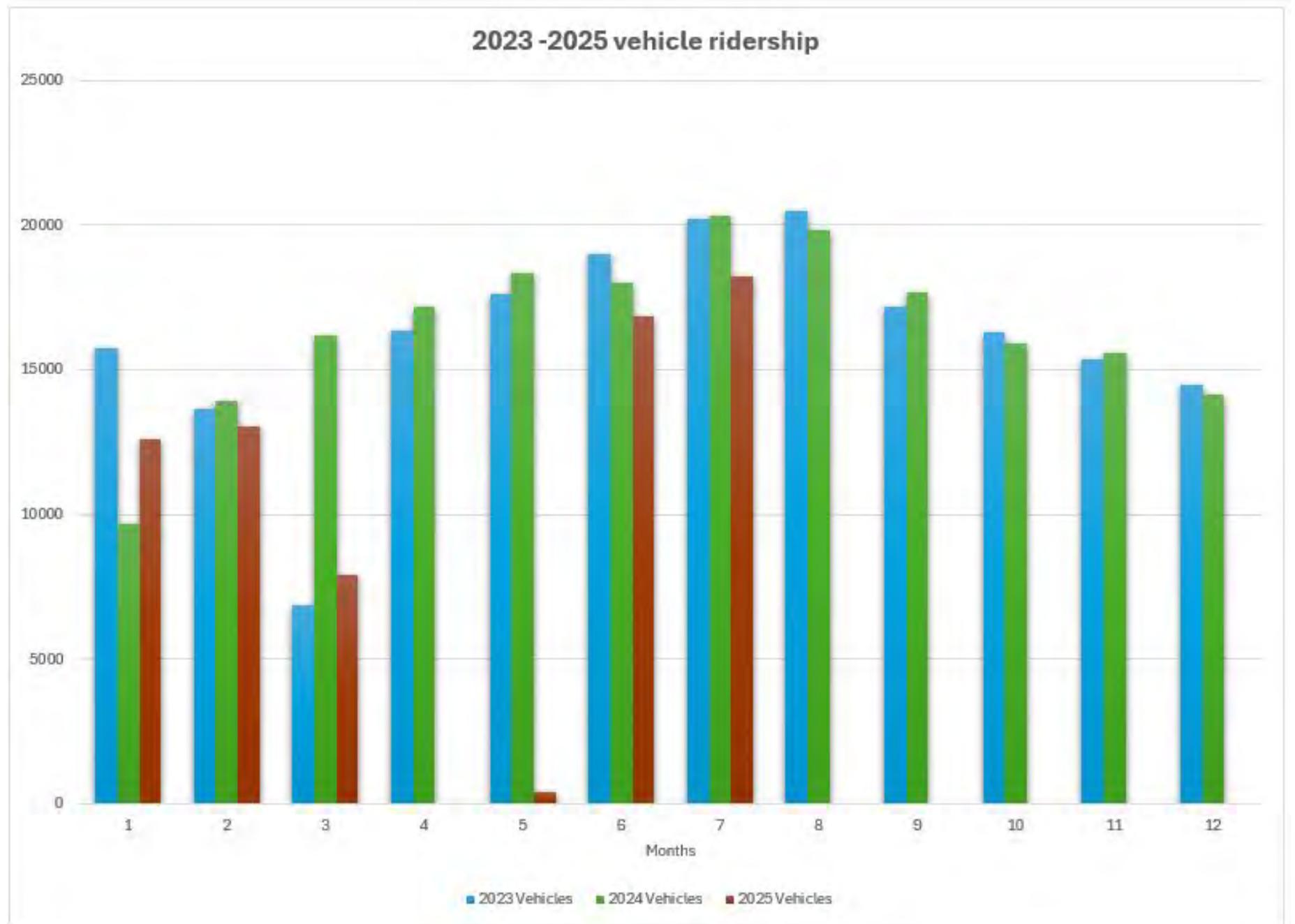
Ridership 2020-2024					
	2020	2021	2022	2023	2024
Vehicles	183,852	179,983	205,802	193,310	196,756
Passengers	332,360	379,092	393,937	391,346	393,921



*\*from proposed 2026 ferry fare schedule*

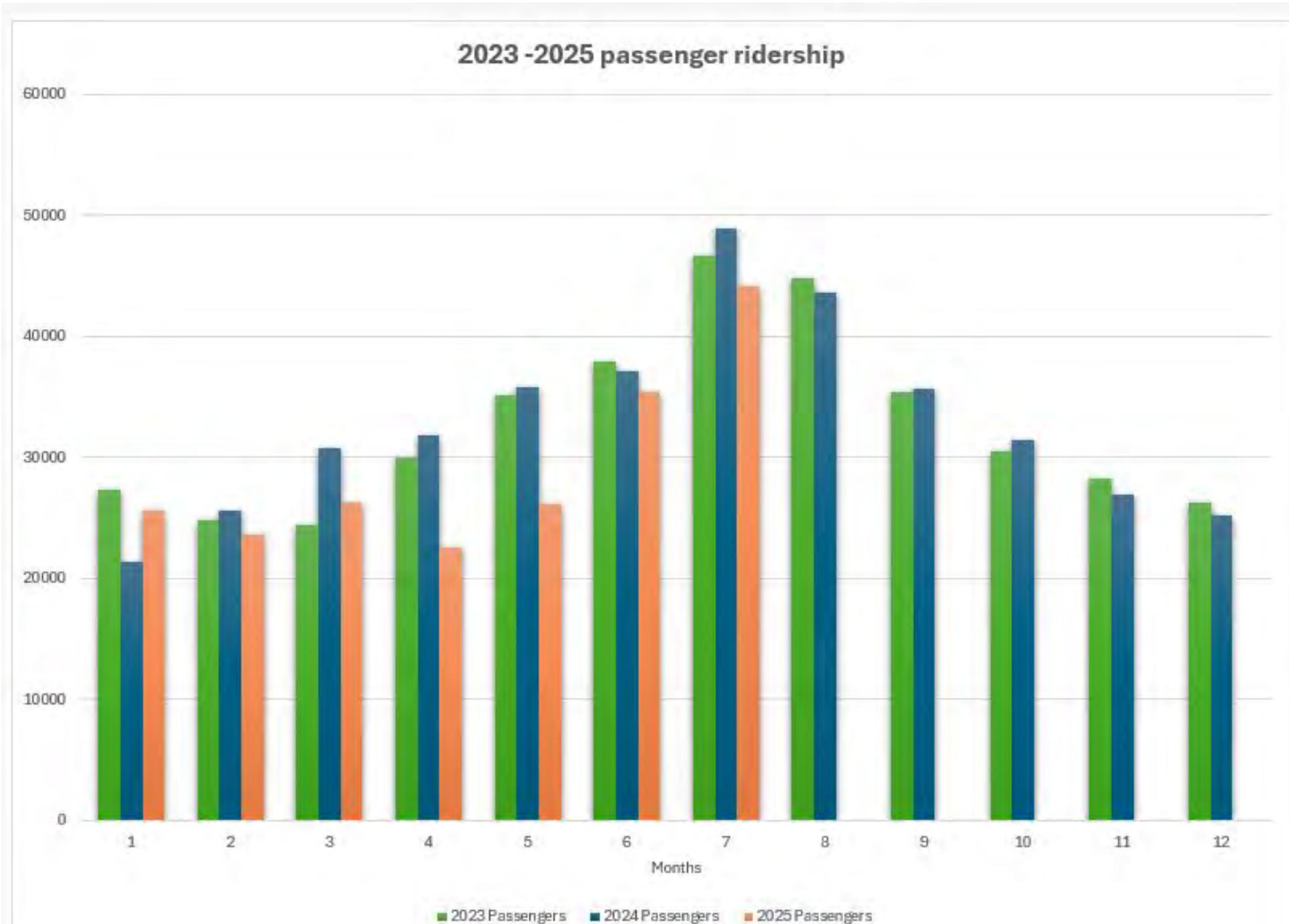
# Ridership Changes

- Avg 12% decrease in vehicle trips (excluding haulout period)
- Vehicle ridership is down even during summer months
- This will result in less revenue



# Ridership Changes

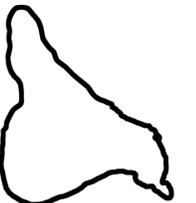
- Avg 10% decrease in ridership, even as vehicle trips are decreasing
- 2025 trend is overall decrease in ridership
- Less passengers, even in the summer/peak season
- This will result in a decrease in revenue



# Uncontrolled Spending

Instances of increased spending that were unnecessary or could have been avoided with proper planning

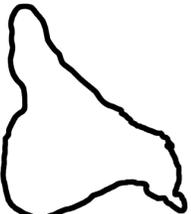
- New fencing at the terminal
- Anchor ticketing system
- Addition of more staff due to no mobile POS for e-tix system
- Signage at the terminal (metal signs, cones, bollards, chains, truck wrap, Guemes island map)
- Multiple county fleet vehicles charged to O&M



# Misclassification of Capital Expenditures

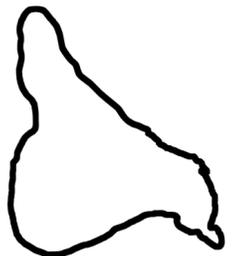
- Said that there was no Capital expense in 2024
- Capital Expenses included in O&M = higher fare revenue targets
- Capital Expenses:
  - Electronic Ticketing system \$84K in 2024
  - Engine replacement engineering & planning (\$173K)
  - Engine install expenses during haulout (Strait Arrow rental, staff time, etc.)
  - Crucible Engineering: Cost \$179K between July and December of 2024 to support engine replacement. Engineering at this scale is not needed for O&M.

S THRU					
RVICES					
	A/P	576136	34493	MVS MARINE LLC	FEB-60-1
	A/P	581091	30928	GLOSTEN INC	FEB-60-2
27	A/P	581611	32550	BRONLEA M CONSULTING	FEB-10-1
27	A/P	582806	32550	BRONLEA M CONSULTING	FEB-10-1
97	A/P	585826	35015	CRUCIBLE ENGINEERING	FEB-10-1
97	A/P	585826	35015	CRUCIBLE ENGINEERING	FEB-10-1
97	A/P	587570	35015	CRUCIBLE ENGINEERING	FEB-10-1
97	A/P	588673	35015	CRUCIBLE ENGINEERING	FEB-10-1
97	A/P	591080	35015	CRUCIBLE ENGINEERING	FEB-10-1
97	A/P	592302	35015	CRUCIBLE ENGINEERING	FEB-10-1
97	A/P	593929	35015	CRUCIBLE ENGINEERING	FEB-10-1
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ROFESSI	*****			*****	*****
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RVICES	*****			*****	*****



# Missed \$ Opportunities to fund the ferry

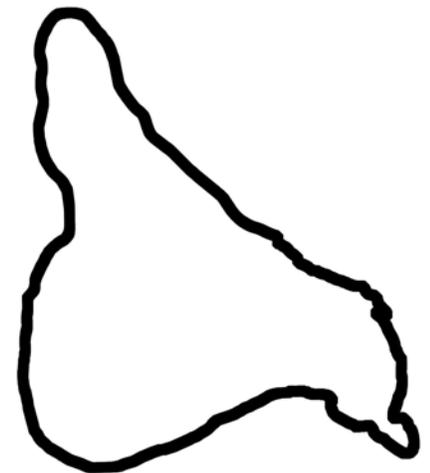
- **Missed out on \$600K in Federal Ferry Boat program money**
  - Didn't submit census forms for the program
  - That shortfall now shifts pressure onto fare increases, when outside funding should have helped stabilize costs. Funded Ferries in 2025
- **Didn't apply for grant \$ to pay for engine replacement** from Department of Ecology Diesel Engine Replacement Grant - \$ for new engines



# Fighting Disinformation About the Ferry

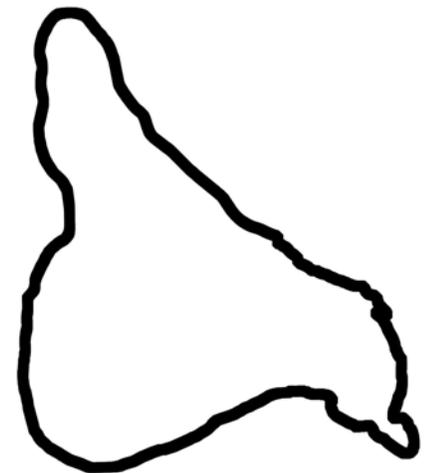
- Who contributes property tax to the road fund?: About 36% of Skagit County Residents live in unincorporated areas. ( ~47,000/130,000)
- Anyone living (and paying taxes) within the city limits of any city in the county **does not** contribute to the road fund.
- These facts have been misrepresented by people to scapegoat the Guemes community for the cost of the ferry operation.

# Public Comment: Q&A from Attendees



# Call to Action: What You Can Do

- Submit Public Comment
- Attend Public Hearing
- Call Your Commissioners
- How Does This Affect You?



# GIFC Follow Up

- Distribute Information to our Mailing List
- Attempt to Answer Your Questions
- Show up to the Public Hearing

