September 29, 2011

David Moseley
Washington State Ferries
2901 3rd Avenue
Seattle, WA 98121

Re: WSDOT-Ferries Division 2011 TIGER III Application – MV Hyak Hybrid Propulsion System

Dear Mr. Moseley:

The City of Anacortes supports the Washington State Department of Transportation's Ferries Division application for TIGER III grant funding from the US Department of Transportation for the MV Hyak Hybrid Propulsion System project.

I understand the project will retrofit the diesel propulsion system of a ferry vessel — the Marine Vessel (MV) Hyak — with a hybrid propulsion system that will run on an electric motor powered by a combination of battery and generator power. This new system will be energy-efficient and bring substantial environmental benefits to our region, while creating jobs and helping to reduce dependence on fossil fuels.

The project is expected to reduce fuel consumption by an estimated 16.7%, or 290,000 gallons, leading to reductions of 16% of greenhouse gases and 24% particulate matter for this vessel. Over the remaining 19 year useful life of this vessel this translates to a fuel savings of 5,510,000 gallons and 56,844 metric tons of greenhouse gas CO2 equivalent.

The City of Anacortes fully supports the Washington State Ferries on this project, which will not only reduce toxic diesel particulate matter, but will reduce greenhouse gasses and our dependence on fossil fuels, while also maintaining and potentially creating jobs. We urge the Department of Transportation to fund this project that will support clean energy, green jobs, and green infrastructure.

Sincerely,

CITY OF ANACORTES

[Signature]

H. Dean Maxwell
Mayor
September 27, 2011

David Moseley, Assistant Secretary
Washington State Department of Transportation, Ferries Division
2901 3rd Avenue, Suite 500
Seattle, Washington, 98121-3014

Dear Assistant Secretary Moseley:

On behalf of the Puget Sound Regional Council, I am writing to support Washington State Ferries application for the United States Department of Transportation Investment Generating Economic Recovery (TIGER) for its MV Hyak Hybrid Propulsion System.

The MV Hyak Hybrid Propulsion System project will replace the existing electrical components of the diesel-electric propulsion system, in which many vital components have exceeded their useful life, with a hybrid propulsion system. This grant would allow for the purchase of new motors, generators, batteries, and components for hybridizing the vessel, as well as covering the hiring of an integrator, and installation at a shipyard.

Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, the battery technology will open the door to the use of shore-side power and a shift away from fossil fuel. The knowledge gained in introducing the battery technology into the marine environment will set the stage for future development as battery technology continues to advance. The development work will help boost the technological competitiveness of state and national engineering, research, and construction industries.

This project could reduce fuel consumption by an estimated 16.7%, or 290,000 gallons, leading to reductions of 16% of greenhouse gases and 24% particulate matter for this vessel. Over the remaining 19 year useful life of this vessel this translates to a fuel savings of 5,510,000 gallons and 56,844 metric tons of greenhouse gas CO2 equivalent.

The project will support clean energy, green jobs, and green infrastructure. Battery energy storage has the ability to improve safety, increase the fuel efficiency of onboard diesel power systems, reduce harmful emissions, and potentially shift the ferries of the future away from diesel generation to shore based electricity. Given that the Northwest relies heavily on hydro as well as increasing segments of wind power, any usage of shore-based utility power is a shift from fossil fuel to non-carbon based forms.

We encourage you to give this request your fullest consideration.

Sincerely,

Bob Drewel, Executive Director
Puget Sound Regional Council
October 4, 2011

David Moseley, Assistant Secretary
Washington State Department of Transportation, Ferries Division
2901 3rd Ave, Ste 500
Seattle, WA 98121-3014

Re: Letter of Support for the WSDOT-Ferries Division 2011 TIGER III Application – M/V Hyak Hybrid Propulsion System

Dear David:

I am writing to express the Puget Sound Clean Air Agency’s support of the Washington State Department of Transportation’s (WSDOT) application for TIGER III grant funding from the US Department of Transportation for the M/V Hyak Hybrid Propulsion System project.

The M/V Hyak Hybrid Propulsion System project will replace the existing electrical components of the diesel-electric propulsion system with a hybrid propulsion system. These grant funds will allow WSDOT to purchase new motors, generators, batteries, and components for hybridizing the vessel, as well as install the new equipment at a local shipyard.

As the municipal agency responsible for protecting and enhancing the air quality in the central Puget Sound region, we collaborate with our public and private partners to reduce the emissions of toxic and criteria pollutants and greenhouse gases within our air shed. Over the remaining 19-year useful life of the M/V Hyak, this project will reduce the vessel’s greenhouse gas emissions by 56,844 metric tons and reduce its toxic diesel particulate emissions by 24%. We strongly support this hybridization project and the air quality benefits it will bring our citizens.

In addition, this project will further the objective of the Western Washington Clean Cities Coalition, a Department of Energy program housed within our agency, to reduce petroleum use. The new propulsion system will reduce annual fuel consumption by an estimated 16.7%, or 290,000 gallons, and by more than five million gallons over the lifetime of the vessel (19 years).

This new hybrid propulsion system will increase fuel efficiency, reduce harmful emissions, and support our local maritime industry.
We urge the US Department of Transportation to fund this project so Washington State Ferries can reduce toxic and greenhouse emission, save fuel, create jobs and serve as a model for the entire maritime industry.

Sincerely,

Andrew Green
Director, Air Quality Programs Division
September 20, 2011

Re: Letter of Support for the WSDOT-Ferries Division 2011 TIGER III Application – MV Hyak Hybrid Propulsion System

Dear Ms. Elizabeth Meiner:

I am writing to convey the strong support of the Northwest Clean Air Agency for the Washington State Department of Transportation’s application for TIGER III grant funding from the US Department of Transportation in order to refit the MV Hyak with a Hybrid Propulsion System.

The MV Hyak Hybrid Propulsion System project will replace the electrical components of the existing diesel-electric propulsion system, which has exceeded its useful life, with a hybrid propulsion system. The grant would enable the purchase of new motors, generators, batteries, and ancillary components in order to ‘hybridize’ the vessel, as well as covering the hiring of an integrator, and installation at a shipyard.

The power management system controlling the vessel’s propulsion will be similar to a marine ‘smart grid’ using DC bus architecture. Along with increased fuel efficiency and consequential reductions in air pollutants emitted, this battery centered technology will allow for the use of shore-side power, significantly reducing fossil fuel consumption. The project will make significant contributions to the practical knowledge base surrounding battery technology in the marine environment and it will position the ferry system to maximize the benefits from future advances in battery technology. Additionally, the development work will help boost the technological competitiveness of state and national engineering, research, and construction industries.

The immediately tangible results of the completed project are impressive. The project should reduce fuel consumption by an estimated 16.7%, or 290,000 gallons per year. This translates into 24% reductions in particulate emissions and 16% reductions in greenhouse gas (GHG) emissions. The benefit yield during the remaining 19 year useful life of this vessel is rather remarkable: total fuel savings of 5,510,000 gallons and reduced emission of 56,844 metric tons of GHG gas CO2 equivalent.

The project is a ‘win’ by virtually any measure. It will support clean energy, ‘green’ jobs, and development of ‘green’ infrastructure. Battery energy storage will improve safety, increase fuel efficiency of onboard diesel power systems, reduce harmful emissions, and serve as a catalyst to shift the ferries of the future away from diesel generation and to shore based electricity. Given that the Northwest relies heavily on hydro, as well as, increasing segments of wind power, any usage of shore-based utility power is a shift from fossil fuel to non-carbon based forms.

Northwest Clean Air Agency fully supports the Washington State Ferries on this project. From a holistic perspective, the reduction in toxic diesel particulate matter alone is reason enough to award the grant. With the added benefits of reduction in GHGs and dependence on fossil fuels, while also maintaining and potentially creating additional jobs, the argument in favor of the project is compelling. We urge the Department of Transportation to fund this project so Washington State Ferries can reduce toxic and GHG emissions, save fuel, create jobs and serve as a model for the entire maritime industry.

Sincerely,

Mark Asmundson
Executive Director
September 23, 2011

Mr. David Moseley
Ferries Division
Washington department of Transportation

Dear Mr. Moseley:

I have learned that the Ferries Division of the Washington Department of Transportation is applying for TIGER III funding from the U.S. Department of Transportation to retrofit the diesel propulsion system of the Marine Vessel Hyak with a hybrid propulsion system. I am writing to offer my support for this initiative. The project will serve as a model for saving fuel consumption and presumably CO₂ emissions. Such tests on the scale you are proposing are essential in assessing the potential value of clean energy approaches.

Before drafting this letter of support, I consulted with Dr. Bradley Smith, Dean of the Huxley College of the Environment and Dr. Jeff Wright, Dean of the College of Science & Technology at Western Washington University. Both agreed that your proposal was worthy of support. Indeed, Western is in the process of developing a new energy curriculum and the data you generate from this project will prove useful as a case study of systematic evaluation of efforts to achieve energy efficiencies.

I wish you the best of luck in obtaining funding for this project.

Sincerely,

cc. Steve Swan, Vice President for
Bradley Smith, Dean, Huxley College of the Environment
Jeff Wright, Dean, College of Science & Technology
From: Steve Sulkin [mailto:steve.sulkin@wwu.edu]
Sent: Friday, September 23, 2011 12:07 PM
To: Meiner, Elizabeth
Subject: Letter of support

Please see the attachment. Thank you.

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***
September 19, 2011

Re: Letter of Support for the WSDOT-Ferries Division 2011 TIGER III Application – MV Hyak Hybrid Propulsion System

To: US Department of Transportation,

I am writing to express Orca Network's support of the Washington State Department of Transportation's application for TIGER III grant funding from the US Department of Transportation for the MV Hyak Hybrid Propulsion System project to replace the existing electrical components of the diesel-electric propulsion system with a hybrid propulsion system. This grant would allow for the purchase of new motors, generators, batteries, and components for hybridizing the vessel, as well as covering the hiring of an integrator, and installation at a shipyard.

The power management system controlling the vessel’s propulsion will be akin to a marine smart grid using a DC bus architecture. Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, the battery technology will open the door to the use of shore-side power and a shift away from fossil fuel. The knowledge gained in introducing the battery technology into the marine environment will set the stage for future development as battery technology continues to advance. The development work will help boost the technological competitiveness of state and national engineering, research, and construction industries.

Projects like this, incorporating smart grid technology and renewable energy sources, are long overdue and present our best chances to mitigate the effects of greenhouse gases perturbing our atmosphere and marine and terrestrial ecosystems.

The project will support clean energy, green jobs, and green infrastructure. Battery energy storage has the ability to improve safety, increase the fuel efficiency of onboard diesel power systems, reduce harmful emissions, and potentially shift the ferries of the future away from diesel generation to shore based electricity. Given that the Northwest relies heavily on hydro as well as increasing segments of wind and solar power, any usage of shore-based utility power is a shift from fossil fuel to non-carbon based forms.

Orca Network fully supports the Washington State Ferries on this project, which will not only reduce toxic diesel particulate matter, but will reduce greenhouse gasses and our dependence on fossil fuels, while also maintaining and potentially creating jobs. We urge the Department of Transportation to fund this project so Washington State Ferries can reduce toxic and greenhouse emission, save fuel, create jobs and serve as a model for the entire maritime industry.

Sincerely,

Howard Garrett
Susan Berta
Co-directors, Orca Network
26 September 2011

Re: Letter of Support for the WSDOT-Ferries Division 2011 TIGER III Application – MV Hyak Hybrid Propulsion System

Dear US Department of Transportation – TIGER Funding:

I am writing to express People For Puget Sound’s support of the Washington State Department of Transportation’s application for TIGER III grant funding from the US Department of Transportation for the MV Hyak Hybrid Propulsion System project.

The MV Hyak Hybrid Propulsion System project will replace the existing electrical components of the diesel-electric propulsion system, in which many vital components have exceeded their useful life, with a hybrid propulsion system. This grant would allow for the purchase of new motors, generators, batteries, and components for hybridizing the vessel, as well as covering the hiring of an integrator, and installation at a shipyard.

The power management system controlling the vessel’s propulsion will be akin to a marine smart grid using a DC bus architecture. Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, the battery technology will open the door to the use of shore-side power and a shift away from fossil fuel. The knowledge gained in introducing the battery technology into the marine environment will set the stage for future development as battery technology continues to advance. The development work will help boost the technological competitiveness of state and national engineering, research, and construction industries.

This project could reduce fuel consumption by an estimated 16.7%, or 290,000 gallons, leading to reductions of 16% of green house gases and 24% particulate matter for this vessel. Over the remaining 19 year useful life of this vessel this translates to a fuel savings of 5,510,000 gallons and 56,844 metric tons of greenhouse gas CO2 equivalent. Reducing CO2 emissions is critical for the long-term health of Puget Sound and our ecosystem. Increasing CO2 levels is leading to ocean acidification which is a serious problem for Puget Sound. Increased temperatures is also causing changes in ecosystem possibly affecting the survivorship of important species such as salmon.

The project will support clean energy, green jobs, and green infrastructure. Battery energy storage has the ability to improve safety, increase the fuel efficiency of onboard diesel power systems, reduce harmful emissions, and potentially shift the ferries of the future away from diesel generation to shore based electricity. Given that the Northwest relies heavily on hydro as well as increasing segments of wind power, any usage of shore-based utility power is a shift from fossil fuel to non-carbon based forms.
People For Puget Sound fully supports the Washington State Ferries on this project, which will not only reduce toxic diesel particulate matter, but will reduce greenhouse gasses and our dependence on fossil fuels, while also maintaining and potentially creating jobs. We urge the Department of Transportation to fund this project so Washington State Ferries can reduce toxic and greenhouse emission, save fuel, create jobs and serve as a model for the entire maritime industry.

Sincerely,

G. Thomas Bancroft, Ph.D.
Executive Director
October 7, 2011

RE:  Letter of Support for the WSDOT-Ferries Division 2011 TIGER III Application – MV Hyak Hybrid Propulsion System

Dear (insert applicable officials):

I am writing to express the Washington State Department of Ecology’s support of the Washington State Department of Transportation's application for TIGER III grant funding from the US Department of Transportation for the MV Hyak Hybrid Propulsion System project.

The MV Hyak Hybrid Propulsion System project will replace the existing electrical components of the diesel-electric propulsion system with a hybrid propulsion system.

Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, the battery technology will allow the use of shore-side electrical power and a shift away from fossil fuel.

This project could reduce fuel consumption by an estimated 16.7%, or 290,000 gallons, leading to reductions of 16% of green house gases and 24% particulate matter for this vessel. Over the remaining 19 year useful life of this vessel this translates to a fuel savings of 5,510,000 gallons and 56,844 metric tons of greenhouse gas CO2 equivalent.

Ecology fully supports the Washington State Ferries on this project, and urges you to fund this high quality project that will reduce toxic diesel particulate matter and greenhouse gasses, save fuel and, reduce operating costs.

Sincerely,

Stuart A. Clark
Air Quality Program Manager

PLEASE SEND AN ELECTRONIC PDF FILE OF YOUR LETTER(S) TO meinerl@wsdot.wa.gov by October 7th COB. On behalf of Washington State Ferries, thank you for your support of our project.
October 26, 2011

Re: Letter of Support for the WSDOT-Ferries Division 2011 TIGER III Application – MV Hyak Hybrid Propulsion System

Dear Sir or Madam:

I am writing this letter on behalf of the Western Washington Clean Cities Coalition to express my support for the Washington State Department of Transportation’s TIGER III grant application for the MV Hyak Hybrid Propulsion System project.

The MV Hyak Hybrid Propulsion System project will replace the existing electrical components of the diesel-electric propulsion system, in which many vital components have exceeded their useful life, with a hybrid propulsion system. This grant would allow for the purchase of new motors, generators, batteries, and components for hybridizing the vessel, as well as covering the hiring of an integrator, and installation at a shipyard.

The power management system controlling the vessel’s propulsion will be akin to a marine smart grid using a DC bus architecture. Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, the battery technology will open the door to the use of shore-side power and a shift away from fossil fuel. The knowledge gained in introducing the battery technology into the marine environment will set the stage for future development as battery technology continues to advance.

This project could reduce fuel consumption by an estimated 15.71%, or 234,000 gallons per year, leading to reductions of around 15% of greenhouse gases and particulate matter for this vessel. Over the remaining 19 year useful life of this vessel this translates to a fuel savings of 4,458,000 gallons and 44,933 metric tons of greenhouse gas CO2 equivalent.

The project will support clean energy, green jobs, and green infrastructure, and meet the mission of petroleum reduction supported by Clean Cities. Battery energy storage has the ability to improve safety, increase the fuel efficiency of onboard diesel power systems, reduce harmful emissions, and potentially shift the ferries of the future away from diesel generation to shore based electricity.

Western Washington Clean Cities fully supports the Washington State Ferries on this project, which will not only reduce toxic diesel particulate matter, but will reduce greenhouse gases and our dependence on fossil fuels, while also maintaining and potentially creating jobs. We urge the Department of Transportation to fund this project so Washington State Ferries can reduce toxic and greenhouse emission, save fuel, create jobs and serve as a model for the entire maritime industry.

Sincerely,

Stephanie Meyn
Clean Cities Program Manager
October 27, 2011

The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

RE: MV Hyak Hyrbrid Propulsion System Project Application

Dear Secretary LaHood:

We write in strong support of the Washington State Department of Transportation's (WSDOT) application for TIGER III discretionary grant funds for the MV Hyak Hybrid Propulsion System Project.

The MV Hyak is a Super Class auto and passenger ferry, whose propulsion system has reached the end of its useful life. This project will replace the existing electrical components of the diesel-electric propulsion system with a hybrid propulsion system. A TIGER III discretionary grant would allow for the purchase of new motors, generators, batteries, and components for hybridizing the vessel, as well as provide for the hiring of an integrator and installation at a shipyard.

Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, the battery technology will open the door to the use of shore-side power and a shift away from fossil fuel. This project could reduce fuel consumption by an estimated 16.7 percent, or 290,000 gallons, leading to a 16 percent reduction in greenhouse gas emissions and a 24 percent reduction in particulate matter for the MV Hyak. Over the remaining 19 year useful life of this vessel, this translates to a fuel savings of 5,510,000 gallons and 56,844 metric tons of greenhouse gas CO2 equivalent.

We fully support the MV Hyak Hybrid Propulsion System Project, which will not only reduce toxic diesel particulate matter, greenhouse gas emissions and our dependence on fossil fuels, but it will also maintain and potentially create jobs in the shipyard.
industry. This project will serve as a model for the entire maritime industry. We urge you to give WSDOT's application full and fair consideration.

Sincerely,

Mary Margaret Haugen
State Senator, 10th District
Senate Transportation Chairman

Judy Clibborn
State Representative, 41st District
House Transportation Chairman

Curtis King
State Senator, 14th District
Senate Transportation Ranking Member

Mike Armstrong
State Representative, 42nd District
House Transportation Ranking Member
The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Secretary LaHood:

I write in support of the Washington State Department of Transportation’s (WSDOT) application for TIGER III discretionary grant funds for the MV Hyak Hybrid Propulsion System Project.

The MV Hyak is a Super Class auto and passenger ferry, whose propulsion system has reached the end of its useful life. This project will replace the existing electrical components of the diesel-electric propulsion system with a hybrid propulsion system. A TIGER III discretionary grant would allow for the purchase of new motors, generators, batteries, and components for hybridizing the vessel, as well as provide for the hiring of an integrator and installation at a shipyard.

Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, the battery technology will open the door to the use of shore-side power and a shift away from fossil fuel. This project could reduce fuel consumption by an estimated 16.7 percent, or 290,000 gallons, leading to a 16 percent reduction in greenhouse gas emissions and a 24 percent reduction in particulate matter for the MV Hyak. Over the remaining 19 year useful life of this vessel, this translates to a fuel savings of 5,510,000 gallons and 56,844 metric tons of greenhouse gas CO2 equivalent.

The MV Hyak Hybrid Propulsion System Project will not only reduce toxic diesel particulate matter, greenhouse gas emissions and our dependence on fossil fuels, but it will also maintain and potentially create jobs in the shipyard industry. This project will serve as a model for the entire maritime industry. I urge you to give WSDOT’s application full and fair consideration.

Sincerely,

Norm Dicks  
Member of Congress
The Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Secretary LaHood:

I write in support of the Washington State Department of Transportation’s (WSDOT) application for TIGER III discretionary grant funds for the MV Hyak Hybrid Propulsion System Project.

According to WSDOT, the MV Hyak is a Super Class auto and passenger ferry, whose propulsion system has reached the end of its useful life. This proposed project will replace the existing electrical components of the diesel-electric propulsion system with a hybrid propulsion system. A TIGER III discretionary grant would allow for the purchase of new motors, generators, batteries, and components for hybridizing the vessel, as well as provide for the hiring of an integrator and installation at a shipyard.

Along with fuel efficiency increases and emissions reductions of the onboard diesel generators, WSDOT informs me that the battery technology will open the door to the use of shore-side power and a shift away from fossil fuel. It is hoped that this project could reduce fuel consumption by an estimated 16.7 percent, or 290,000 gallons, leading to a 16 percent reduction in greenhouse gas emissions and a 24 percent reduction in particulate matter for the MV Hyak. Over the remaining 19 year useful life of this vessel, WSDOT estimates that this translates to a fuel savings of 5,510,000 gallons and 56,844 metric tons of greenhouse gas CO2 equivalent.

I applaud WSDOT for their efforts to reduce toxic diesel particulate matter, greenhouse gas emissions and our dependence on fossil fuels, and to also maintain and potentially create jobs in the shipyard industry. I hope you will give their application your full and fair consideration.

Very truly yours,

JAY INSLEE  
Member of Congress

JRI/km