



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
FERRIES DIVISION

DRAFT LONG-RANGE PLAN

APPENDIX A
SUMMARY OF LEGISLATIVE REQUIREMENTS

SUMMARY OF LEGISLATIVE REQUIREMENTS

	ESHB 2358	SSB 6932	Budget Proviso	Where to Find/Response
Ridership			<ul style="list-style-type: none"> • WSF must recast and reconcile ridership demand forecasts (section 225 (8)(b)). • JTC receipt of forecast (section 205 (1)(b)(i)). 	Section 6 in the Draft Plan
Customer Survey	<p>Commission must, with involvement of WSF, conduct a survey of users (section 3). Survey must:</p> <ul style="list-style-type: none"> • Include info on recreational users, walk-on and vehicle customers, freight, and reactions to possible operational strategies and pricing policies • Commission must provide opportunity for FAC input. • Must be updated at least every two years 		<ul style="list-style-type: none"> • JTC participation in, and review of, the survey (sections 206(1) and 205(1)(a)(i)). 	Section 5 in the Draft Plan
Level of Service Standard	<p>When setting level of service standard (currently boat waits), WSF may adjust for seasons (section 1).</p>		<ul style="list-style-type: none"> • WSF to re-establish vehicle level of service standards and evaluate if boat wait is the right measure (section 228 (8)(a)(ii)). • JTC participation in, and evaluation of, the re-establishment of level of service standards (section 205 (1)(a)(ii)). 	Sections 7 and 8 in the Draft Plan
Service Levels	<p>(section 8)</p> <ul style="list-style-type: none"> • WSF must get public input and receive legislative approval before adding/deleting a route. • WSF must get public input and consult with affected ferry users before making a substantial change to service levels. 			Sections 4.2, 14.1, and 15.1 in the Draft Plan

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<p>Fares and Pricing Policies</p>	<p>(section 5 and 6)</p> <ul style="list-style-type: none"> • WSF continues to review fares annually. Commission continues to approve fares by rule. Fare schedule adoption changed from April to September 1, effective 2008. • Annual review must include pricing policies. • Starting in 2008, reviews must: <ul style="list-style-type: none"> ○ Generate the amount of revenue required by the transportation budget. ○ Consider options for using pricing to increase off-peak ridership and level peak vehicle demand. ○ Recognize each travel shed is unique. ○ Consider impacts on users, capacity, and local communities. ○ Keep fares as simple as possible. ○ Use data from a current user survey. ○ Be developed with input from affected users by public hearing and by reviews with FACs. • Fares may not be raised until the fare rules contain pricing policies, or September 1, 2009, whichever is later. • WSF director continues to have authority to use promotional (discounted) fares. • If operation revenues are used to support capital, must be specially identified in fares. 		<ul style="list-style-type: none"> • WSF to develop pricing policy proposals and evaluate the one-way fare policy in effect on some routes (section 225 (8)(a)(iii)). • JTC participation in, and review of, the development of pricing policies (section 205 (1)(a)(iii)). 	<p>Section 13 of the Draft Plan and Appendix H.</p>

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Operational Strategies	<p>WSF must develop, and the Commission must review, operational strategies that (section 5):</p> <ul style="list-style-type: none"> • Use data from a current user survey. • Recognize each travel shed is unique. • Are consistent with the vehicle level of service standards. • Use a life cycle cost analysis to find best balance between capital and operating investments. • Use methods of collecting fares that maximize efficiency and achieve revenue control. • Are re-valuated periodically, at least before a new capital plan is developed. • Consider the following: <ul style="list-style-type: none"> ○ Options for leveling vehicle peak demand and increasing off-peak ridership. ○ Feasibility of reservation systems. ○ Ways to shift vehicle traffic to other modes. ○ Dock operation and queuing efficiencies. ○ Costs/benefits of remote holding versus over-water. ○ Methods of reorganizing holding areas to maximize space available for customer vehicles. ○ Schedule modifications. ○ Efficiencies in exit queuing and metering. ○ Interoperability with other transportation services. 		<ul style="list-style-type: none"> • JTC participation in, and review of, the initial development of operational strategies (section 205 (1)(a)(iv)). 	<p>Sections 10, 11, 12, 14.1, and 15.1 of the Draft Plan, and Appendices E, F, and G</p>

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Life Cycle Cost Model (LCCM)	<p>WSF must maintain a life cycle cost model that (section 10):</p> <ul style="list-style-type: none"> • Is used in developing preservation funding requests. • Uses available industry standards or department-adopted standards when standard life cycles are not available. • Is updated when inspections are made to reflect asset condition. • Does not include systems that aren't replaced on a standard life cycle or that are not yet built. • Is updated at least every three years. 	<p>The life cycle cost model will (section 4):</p> <ul style="list-style-type: none"> • Be used in estimating future terminal and vessel needs. • Be the basis for developing the budget request for terminal and vessel preservation funding. 	<ul style="list-style-type: none"> • WSF to update LCCM no later than August 1, 2007 (section 225 (8)(c)). • JTC to review updated LCCM (section 205 (1)(b)(ii)). • JLARC to ensure LCCM complies with requirements in bill (section 108 (2)). 	Section 3 of the Draft Plan
Terminal Design Standards	<p>WSF must develop terminal design standards (section 12) that:</p> <ul style="list-style-type: none"> • Adhere to vehicle level of service standards. • Adhere to operational and pricing strategies. • Find the most efficient balance between capital and operating. 		<ul style="list-style-type: none"> • JTC participation in, and review of, terminal design standards (section 205 (1)(a)(v)). 	Section 3.3 of the Draft Plan and Appendix B
Capital Expenditures	<ul style="list-style-type: none"> • Capital definitions must conform to OFM definitions (section 3) • Systemwide costs to be allocated to projects (section 9). • Preservation funding request may only be for items in the LCCM (section 11). • JLARC to review implementation of cost allocation methodology, and assignment of preservation and improvement costs for FY 09 (section 15) 	<p>(section 7)</p> <ul style="list-style-type: none"> • Appropriations made for WSF capital program may not be used for maintenance. • Appropriations made for preservation projects may only be spent on preservation • Systemwide capital program costs will be allocated to specific capital projects. • The vessel emergency repair budget may not be used for planned maintenance and inspection of inactive vessels. 	<ul style="list-style-type: none"> • WSF to develop cost allocation methodology to conform to bill's definitions and direction on expenditures (section 225 (8)(d)). • JTC to review the proposed cost allocation methodology (section 205 (1)(b)(iv)). • JLARC to review assignment of preservation costs for FY 08 (section 108 (1)). 	Sections 14.2 and 15.2 of the Draft Plan

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<p>Pre Design Study</p>	<ul style="list-style-type: none"> • Requests for preservation over \$5 M must be submitted with a pre-design study (section 11). • Requests for terminal improvement design or construction must be submitted with a pre-design study that (section 14): <ul style="list-style-type: none"> ○ Meets OFM requirements. ○ Identifies basic and ancillary elements and their costs. ○ Identifies local requested and multimodal elements, their costs, and the proposed funding source. ○ Identifies additional elements to provide ancillary revenue and customer comforts. ○ Included construction phasing options consistent with forecasted ridership. ○ Identifies all contingency amounts. 	<ul style="list-style-type: none"> • When planning for new vessel acquisitions the long-term vessel operating costs and related fuel efficiency and staffing (section 6). 	<p>Sections 10, 14.2, and 15.2 of the Draft Plan</p>	
<p>Long Range Capital Planning</p>	<p>Capital plan must adhere to (section 13):</p> <ul style="list-style-type: none"> • Current ridership demand forecast. • Vehicle level of service standards. • Operational strategies. • Terminal design standards. 	<ul style="list-style-type: none"> • Capital plan must be reviewed by the commission, and reported to the transportation committees of the legislature (section 1). <p>Capital plan must include the following (section 3):</p> <ul style="list-style-type: none"> • A current vessel preservation plan. • A current systemwide vessel rebuild and replacement plan. • A current vessel deployment plan. • A current terminal preservation plan. 	<ul style="list-style-type: none"> • JTC participation in, and review of, long range capital plan (section 205 (1)(a)(vi)). • JTC to make recommendation regarding the most efficient timing and sizing of future vessel acquisitions beyond those currently authorized by legislation. 	<p>Sections 14 and 15 of the Draft Plan</p>

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Long-Term Financing		<ul style="list-style-type: none"> • Commission to conduct long-term financing alternative study (section 206(2)). • JTC to make recommendations regarding capital financing strategies for consideration in the 2009 session (section 205 (1)(c)(ii)). 	Sections 3, 14.3, and 15.3 of the Draft Plan and Appendix K
Other JTC Review		<ul style="list-style-type: none"> • JTC to review administrative operating costs, nonlabor and nonfuel operating costs, Eagle Harbor maintenance program and maintenance costs, administrative and systemwide capital costs, and vessel preservation costs (section 205 (b)(iii)). 	Sections 2.2, 4.1, 6.1, 12, and 14.2 of the Draft Plan
Vessel Rebuild and Replacement Plan	<p>(section 2)</p> <p>WSF will develop and maintain a vessel rebuild and replacement plan, that includes:</p> <ul style="list-style-type: none"> • Retirement dates for all vessels. • Projected rebuild dates for all vessels. • Vessel replacement timelines, including business decisions, design, procurements, and construction. • Summary of the condition of all vessels, including active and inactive. 		Sections 14 and 15 of the Draft Plan

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Vessel Maintenance and Preservation Plan	<p>(section 5)</p> <p>WSF will develop and maintain a plan that:</p> <ul style="list-style-type: none"> • Includes a bilge and void maintenance program. • Includes a visual inspection/audio gauging steel preservation program • Uses a lowest life-cycle cost method. • Maximizes cost efficiency by: <ul style="list-style-type: none"> ○ Reducing planned out-of-service time. ○ Striving to eliminate planned peak season out-of-service periods. 		Sections 14 and 15 of the Draft Plan