



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
FERRIES DIVISION

FINAL LONG-RANGE PLAN

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APPENDIX A  
SUMMARY OF LEGISLATIVE REQUIREMENTS

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## SUMMARY OF LEGISLATIVE REQUIREMENTS

	<b>ESHB 2358</b>	<b>SSB 6932</b>	<b>Budget Proviso</b>	<b>Where to Find/Response</b>
<b>Ridership</b>			<ul style="list-style-type: none"> <li>WSF must recast and reconcile ridership demand forecasts (section 225 (8)(b)).</li> <li>JTC receipt of forecast (section 205 (1)(b)(i)).</li> </ul>	Section 7 in the Final Plan
<b>Customer Survey</b>	<p>Commission must, with involvement of WSF, conduct a survey of users (section 3). Survey must:</p> <ul style="list-style-type: none"> <li>Include info on recreational users, walk-on and vehicle customers, freight, and reactions to possible operational strategies and pricing policies</li> <li>Commission must provide opportunity for FAC input.</li> <li>Must be updated at least every two years</li> </ul>		<ul style="list-style-type: none"> <li>JTC participation in, and review of, the survey (sections 206(1) and 205(1)(a)(i)).</li> </ul>	Section 6.1 in the Final Plan
<b>Level of Service Standard</b>	<p>When setting level of service standard (currently boat waits), WSF may adjust for seasons (section 1).</p>		<ul style="list-style-type: none"> <li>WSF to re-establish vehicle level of service standards and evaluate if boat wait is the right measure (section 228 (8)(a)(ii)).</li> <li>JTC participation in, and evaluation of, the re-establishment of level of service standards (section 205 (1)(a)(ii)).</li> </ul>	Sections 8, 9 and 10 in the Final Plan
<b>Service Levels</b>	<p>(section 8)</p> <ul style="list-style-type: none"> <li>WSF must get public input and receive legislative approval before adding/deleting a route.</li> <li>WSF must get public input and consult with affected ferry users before making a substantial change to service levels.</li> </ul>			Sections 5.1, 5.2, and 15.1 in the Final Plan

	<b>ESHB 2358</b>	<b>SSB 6932</b>	<b>Budget Proviso</b>	<b>Where to Find/Response</b>
<p><b>Fares and Pricing Policies</b></p>	<p>(section 5 and 6)</p> <ul style="list-style-type: none"> <li>• WSF continues to review fares annually. Commission continues to approve fares by rule. Fare schedule adoption changed from April to September 1, effective 2008.</li> <li>• Annual review must include pricing policies.</li> <li>• Starting in 2008, reviews must:               <ul style="list-style-type: none"> <li>○ Generate the amount of revenue required by the transportation budget.</li> <li>○ Consider options for using pricing to increase off-peak ridership and level peak vehicle demand.</li> <li>○ Recognize each travel shed is unique.</li> <li>○ Consider impacts on users, capacity, and local communities.</li> <li>○ Keep fares as simple as possible.</li> <li>○ Use data from a current user survey.</li> <li>○ Be developed with input from affected users by public hearing and by reviews with FACs.</li> </ul> </li> <li>• Fares may not be raised until the fare rules contain pricing policies, or September 1, 2009, whichever is later.</li> <li>• WSF director continues to have authority to use promotional (discounted) fares.</li> <li>• If operation revenues are used to support capital, must be specially identified in fares.</li> </ul>		<ul style="list-style-type: none"> <li>• WSF to develop pricing policy proposals and evaluate the one-way fare policy in effect on some routes (section 225 (8)(a)(iii)).</li> <li>• JTC participation in, and review of, the development of pricing policies (section 205 (1)(a)(iii)).</li> </ul>	<p>Section 14 of the Final Plan and Appendices K and L.</p>

	<b>ESHB 2358</b>	<b>SSB 6932</b>	<b>Budget Proviso</b>	<b>Where to Find/Response</b>
<b>Operational Strategies</b>	<p>WSF must develop, and the Commission must review, operational strategies that (section 5):</p> <ul style="list-style-type: none"> <li>• Use data from a current user survey.</li> <li>• Recognize each travel shed is unique.</li> <li>• Are consistent with the vehicle level of service standards.</li> <li>• Use a life cycle cost analysis to find best balance between capital and operating investments.</li> <li>• Use methods of collecting fares that maximize efficiency and achieve revenue control.</li> <li>• Are re-valuated periodically, at least before a new capital plan is developed.</li> <li>• Consider the following:               <ul style="list-style-type: none"> <li>○ Options for leveling vehicle peak demand and increasing off-peak ridership.</li> <li>○ Feasibility of reservation systems.</li> <li>○ Ways to shift vehicle traffic to other modes.</li> <li>○ Dock operation and queuing efficiencies.</li> <li>○ Costs/benefits of remote holding versus over-water.</li> <li>○ Methods of reorganizing holding areas to maximize space available for customer vehicles.</li> <li>○ Schedule modifications.</li> <li>○ Efficiencies in exit queuing and metering.</li> <li>○ Interoperability with other transportation services.</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• JTC participation in, and review of, the initial development of operational strategies (section 205 (1)(a)(iv)).</li> </ul>	<p>Sections 11, 12, 13, 15.1, and 17.1 of the Final Plan, and Appendices H and J.</p>

	<b>ESHB 2358</b>	<b>SSB 6932</b>	<b>Budget Proviso</b>	<b>Where to Find/Response</b>
<b>Life Cycle Cost Model (LCCM)</b>	<p>WSF must maintain a life cycle cost model that (section 10):</p> <ul style="list-style-type: none"> <li>• Is used in developing preservation funding requests.</li> <li>• Uses available industry standards or department-adopted standards when standard life cycles are not available.</li> <li>• Is updated when inspections are made to reflect asset condition.</li> <li>• Does not include systems that aren't replaced on a standard life cycle or that are not yet built.</li> <li>• Is updated at least every three years.</li> </ul>	<p>The life cycle cost model will (section 4):</p> <ul style="list-style-type: none"> <li>• Be used in estimating future terminal and vessel needs.</li> <li>• Be the basis for developing the budget request for terminal and vessel preservation funding.</li> </ul>	<ul style="list-style-type: none"> <li>• WSF to update LCCM no later than August 1, 2007 (section 225 (8)(c)).</li> <li>• JTC to review updated LCCM (section 205 (1)(b)(ii)).</li> <li>• JLARC to ensure LCCM complies with requirements in bill (section 108 (2)).</li> </ul>	Section 3.3 of the Final Plan
<b>Terminal Design Standards</b>	<p>WSF must develop terminal design standards (section 12) that:</p> <ul style="list-style-type: none"> <li>• Adhere to vehicle level of service standards.</li> <li>• Adhere to operational and pricing strategies.</li> <li>• Find the most efficient balance between capital and operating.</li> </ul>		<ul style="list-style-type: none"> <li>• JTC participation in, and review of, terminal design standards (section 205 (1)(a)(v)).</li> </ul>	Section 3.3 of the Final Plan and Appendix B
<b>Capital Expenditures</b>	<ul style="list-style-type: none"> <li>• Capital definitions must conform to OFM definitions (section 3)</li> <li>• Systemwide costs to be allocated to projects (section 9).</li> <li>• Preservation funding request may only be for items in the LCCM (section 11).</li> <li>• JLARC to review implementation of cost allocation methodology, and assignment of preservation and improvement costs for FY 09 (section 15)</li> </ul>	<p>(section 7)</p> <ul style="list-style-type: none"> <li>• Appropriations made for WSF capital program may not be used for maintenance.</li> <li>• Appropriations made for preservation projects may only be spent on preservation</li> <li>• Systemwide capital program costs will be allocated to specific capital projects.</li> <li>• The vessel emergency repair budget may not be used for planned maintenance and inspection of inactive vessels.</li> </ul>	<ul style="list-style-type: none"> <li>• WSF to develop cost allocation methodology to conform to bill's definitions and direction on expenditures (section 225 (8)(d)).</li> <li>• JTC to review the proposed cost allocation methodology (section 205 (1)(b)(iv)).</li> <li>• JLARC to review assignment of preservation costs for FY 08 (section 108 (1)).</li> </ul>	Sections 15.2 and 17.2 of the Final Plan

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<p><b>Pre Design Study</b></p>	<ul style="list-style-type: none"> <li>• Requests for preservation over \$5 M must be submitted with a pre-design study (section 11).</li> <li>• Requests for terminal improvement design or construction must be submitted with a pre-design study that (section 14):                             <ul style="list-style-type: none"> <li>○ Meets OFM requirements.</li> <li>○ Identifies basic and ancillary elements and their costs.</li> <li>○ Identifies local requested and multimodal elements, their costs, and the proposed funding source.</li> <li>○ Identifies additional elements to provide ancillary revenue and customer comforts.</li> <li>○ Included construction phasing options consistent with forecasted ridership.</li> <li>○ Identifies all contingency amounts.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• When planning for new vessel acquisitions the long-term vessel operating costs and related fuel efficiency and staffing (section 6).</li> </ul>	<p>Sections 11, 15.2, and 17.2 of the Final Plan</p>	
<p><b>Long Range Capital Planning</b></p>	<p>Capital plan must adhere to (section 13):</p> <ul style="list-style-type: none"> <li>• Current ridership demand forecast.</li> <li>• Vehicle level of service standards.</li> <li>• Operational strategies.</li> <li>• Terminal design standards.</li> </ul>	<ul style="list-style-type: none"> <li>• Capital plan must be reviewed by the commission, and reported to the transportation committees of the legislature (section 1).</li> </ul> <p>Capital plan must include the following (section 3):</p> <ul style="list-style-type: none"> <li>• A current vessel preservation plan.</li> <li>• A current systemwide vessel rebuild and replacement plan.</li> <li>• A current vessel deployment plan.</li> <li>• A current terminal preservation plan.</li> </ul>	<ul style="list-style-type: none"> <li>• JTC participation in, and review of, long range capital plan (section 205 (1)(a)(vi)).</li> <li>• JTC to make recommendation regarding the most efficient timing and sizing of future vessel acquisitions beyond those currently authorized by legislation.</li> </ul>	<p>Sections 15.2 and 17.2 of the Final Plan</p>

ESHB 2358	SSB 6932	Budget Proviso	Where to Find/Response
<b>Long-Term Financing</b>		<ul style="list-style-type: none"> <li>• Commission to conduct long-term financing alternative study (section 206(2)).</li> <li>• JTC to make recommendations regarding capital financing strategies for consideration in the 2009 session (section 205 (1)(c)(ii)).</li> </ul>	Sections 3 and 17.3 of the Final Plan and Appendix O
<b>Other JTC Review</b>		<ul style="list-style-type: none"> <li>• 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)).</li> </ul>	Sections 2.2, 3.3, 4.1,, and 15.2 of the Final Plan and Appendix C
<b>Vessel Rebuild and Replacement Plan</b>	<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"> <li>• Retirement dates for all vessels.</li> <li>• Projected rebuild dates for all vessels.</li> <li>• Vessel replacement timelines, including business decisions, design, procurements, and construction.</li> <li>• Summary of the condition of all vessels, including active and inactive.</li> </ul>		Sections 15.2 and 17.2 of the Final Plan

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<p><b>Vessel Maintenance and Preservation Plan</b></p>	<p>(section 5) WSF will develop and maintain a plan that:</p> <ul style="list-style-type: none"> <li>• Includes a bilge and void maintenance program.</li> <li>• Includes a visual inspection/audio gauging steel preservation program</li> <li>• Uses a lowest life-cycle cost method.</li> <li>• Maximizes cost efficiency by:               <ul style="list-style-type: none"> <li>○ Reducing planned out-of-service time.</li> <li>○ Striving to eliminate planned peak season out-of-service periods.</li> </ul> </li> </ul>		<p>Sections 15 and 16 of the Final Plan</p>