

WSDOT Ferries Division Long Range Plan, Operational Strategies and Fare Revenue Update

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**Washington State Transportation Commission
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Presentation Overview

- WSF Long Range Plan – Prior Plans and 2016/2017 Update
- Operational Strategies – Review of Progress
- Fare Revenue Update and Look Ahead to 2017 Fare Setting Process

Long-Range Planning – Building off of the WSDOT Strategic Plan

WSF Plan Date	Horizon	Emphasis
1999	2015	<ul style="list-style-type: none">• Expanding the system
2009	2030	<ul style="list-style-type: none">• Maximize use of existing resources
2016-2017	2040	<ul style="list-style-type: none">• Maximize use of existing resources• Increase system reliability• Multimodal• Community engagement

The new planning effort focuses on:

- Improving transportation connections and anticipating the transportation needs of the future.
- Aligning long range planning issues with WSDOT 6 goals.
- Update of operational strategies with the Commission will be an early action item.

Alignment with Department-wide Goals



Strategic investments

- Invest in maintenance, capital
- Terminal seismic retrofits
- Vehicle Reservation System

Modal integration

- Coordinated service planning - WSDOT and transit operators
- Planning for the next generation of ORCA card
- Farm House Gang (e.g. the regional carless trip)

Environmental Stewardship

- Terminal engineering environmental awards
- Exploration of alternative fuels

Organizational Strength

- Cross-department service planning
- Lean sailing schedule completed; lean best times to travel proposed
- Succession planning and pipeline training/credentialing to ensure a sustainable workforce

Community Engagement

- Striving for positive, long lasting partnerships with local communities and small businesses
- Ferry Advisory Council partnerships
- RFP vendor concessions
- Public outreach for major terminal projects

Smart Technology

- Improve data structure
- Business intelligence and data visualization
- Better traveler information

Priorities In Alignment with WSDOT 6 Goals

Fleet Size and Makeup – Aligns with Goals 1, 3, and 5:

- How many vessels?
- What size and when should they be constructed?

Terminal Configuration and Supporting Access – Aligns with Goals 2 and 5:

- How should WSF's terminals function?
- Improved access for foot passengers.
- Additional options for travel at terminals – e.g. Car2Go and transit.
- Tie in with WSDOT Corridor Sketch and modal plans.

Operational Requirements – Aligns with Goals 1 and 4:

- New account based fare collection system.
- Maintaining a robust workforce.

Connectivity – Aligns with Goals 2 and 6:

- Managing customer mobility for the whole trip
- Computerized maintenance management

Next Steps and Timeline

Internal Analysis

- WSF Directors' identification of priorities.
- Continue with baseline technical work – update long range forecasts with best available population and employment forecasts.

External Coordination

- Develop Communication Plan.
- Identify various technical and advisory teams.
- Integrate planning efforts with other transportation partners and other divisions of WSDOT.

Aligning with Leadership

- Identification of current solutions and strategies.
- Updating the Operational Strategies with Transportation Commission review.

Anticipated completion in 2017

Operational Strategies – Legislative Direction

ESHB 2358, Session Law 2007, guided WSF's planning efforts. RCW 47.60.327 includes:

- “The department shall develop, and the commission shall review, operational strategies to ensure that existing assets are fully utilized and to guide future investment decisions.”
- “After the commission reviews recommendations by the department, the commission and department shall make joint recommendations to the legislature for the improvement of operational strategies.”
- “Operational strategies must be reevaluated periodically and, at a minimum, before developing a new capital [long range] plan.”

Operational Strategies – Legislative Direction (cont.)

Actions included:

- WSF and the WSTC responded to this legislation with a jointly developed evaluation and prioritization of operational strategies.
- Broader aspects of ESHB 2358 pertaining to adaptive management strategies were also addressed, including pricing.
- The report listed several priority operational and pricing strategies and are documented in Appendix I of the 2009 Long Range Plan.
- <http://www.wsdot.wa.gov/NR/rdonlyres/41834A0B-DABC-48FA-9700-DF0298AA65B4/58509/AppendixIWSTCWSFJointRecommendations.pdf>

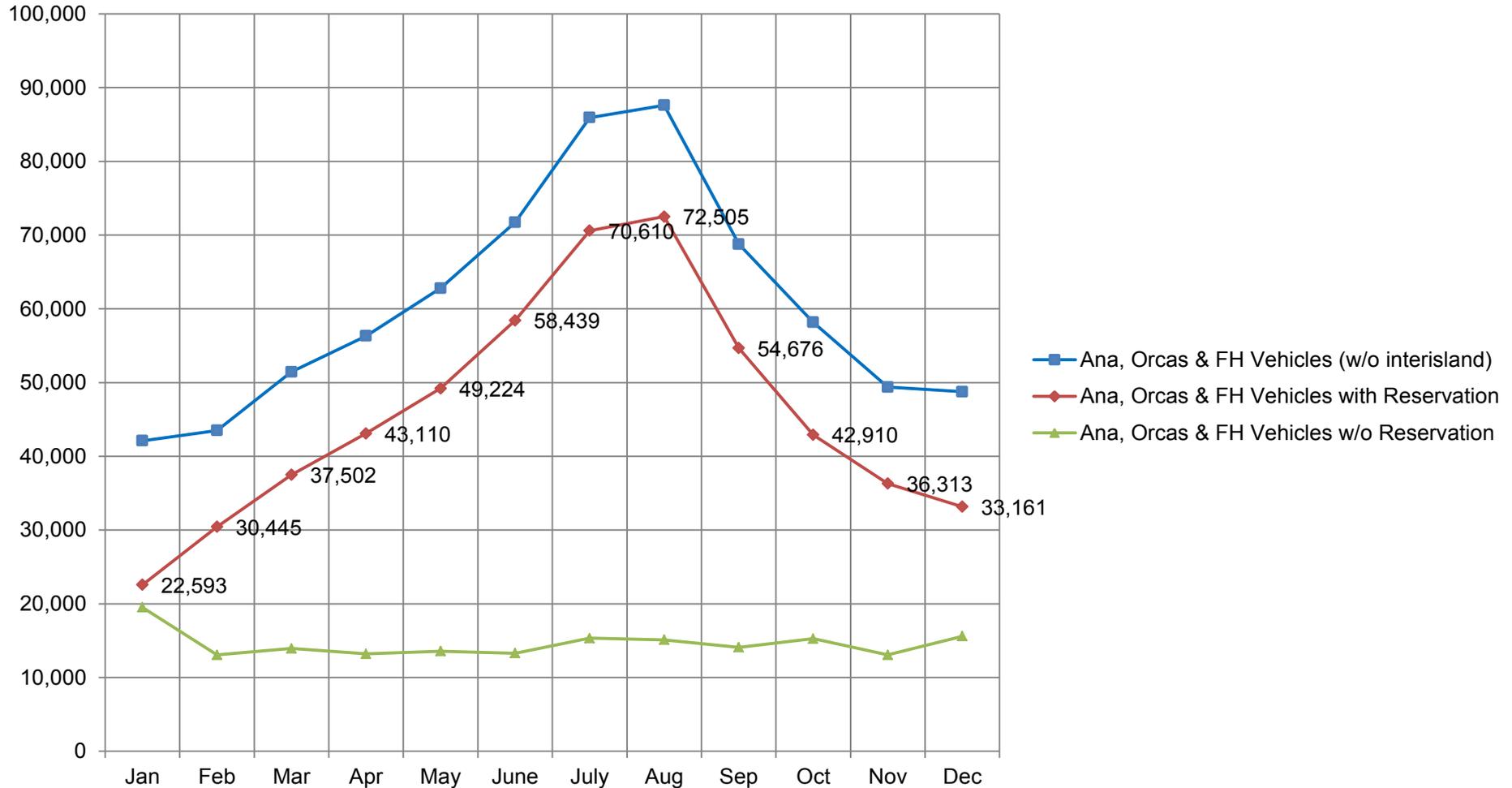
Operational Strategies - Status

Operational Strategies Recommendations:

- Reservation System
- Transit Enhancements
- Fuel Conservation
- Differential Vehicle and Passenger Pricing

Operational Strategies - Status

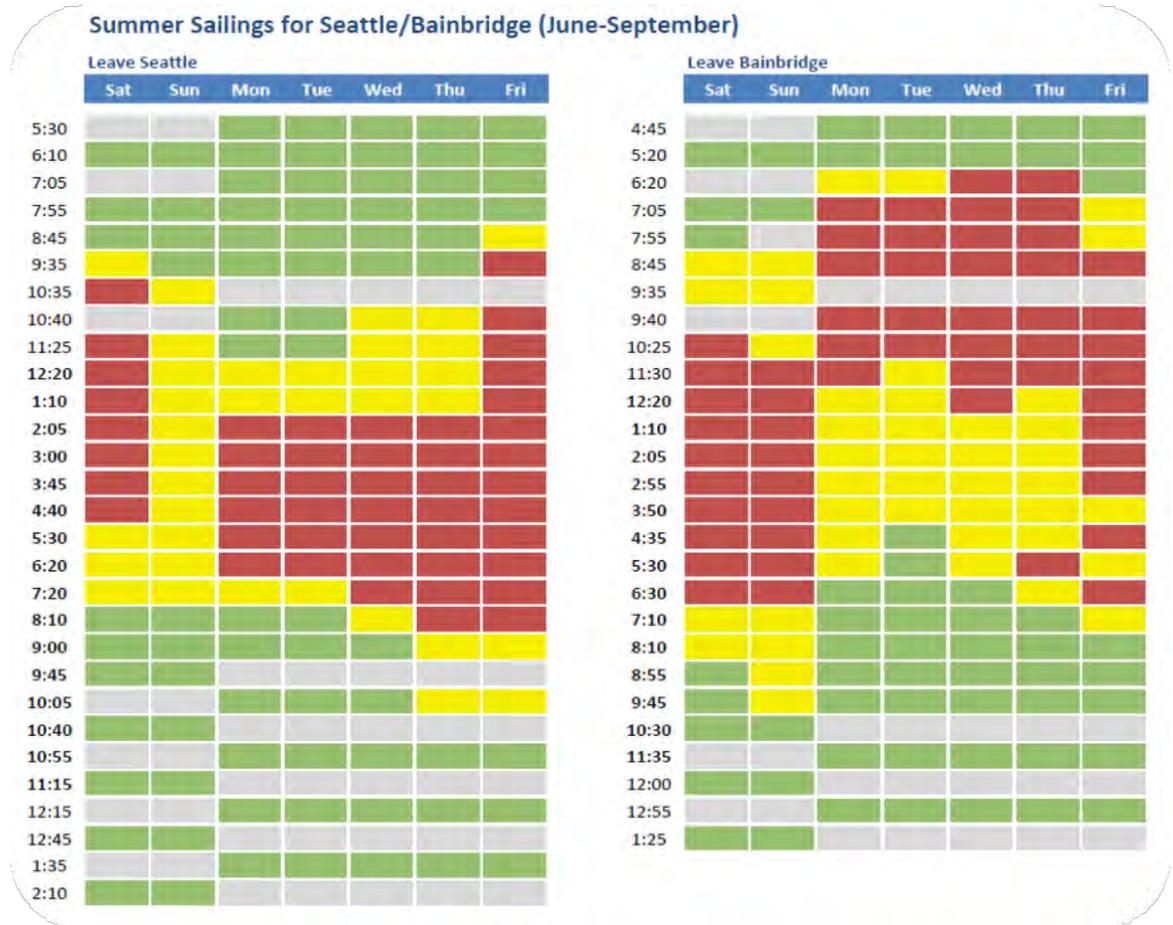
Domestic Vehicles w/ & w/o a Reservation



Other Strategies

The report identified several other strategies that have had action:

- Enhanced User Information
- Seasonal Surcharge
- Small Car Discounts

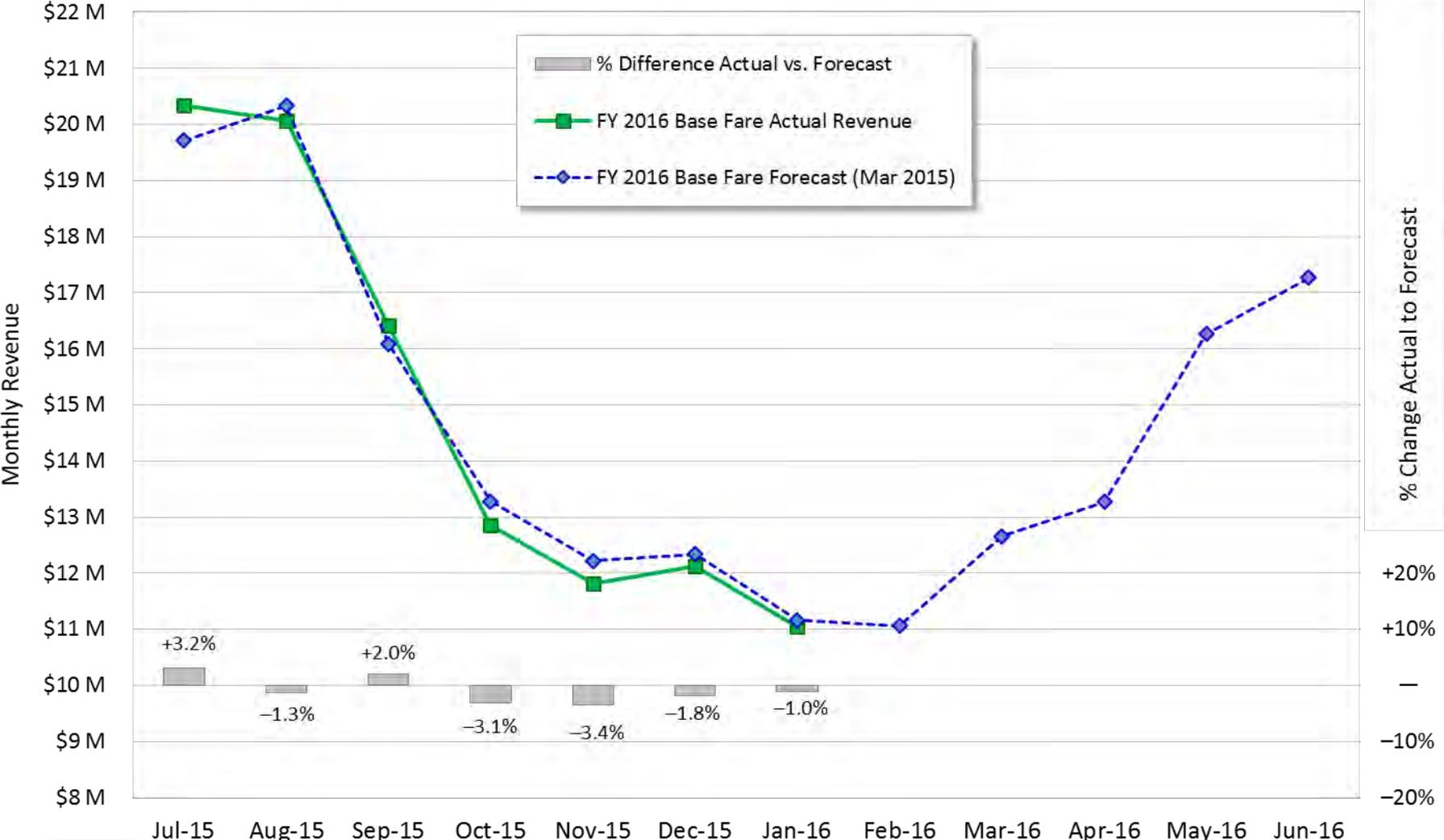


Ridership and Fare Revenue

- Calendar Year 2015 showed continued growth in ridership.
- Total ridership 23.9 million, up 2.9% from 2014
- Increase driven by passengers – up 3.4%; vehicles were up 2.4%
- The February 2016 forecasts indicate that WSF's ridership should grow 1.1% in FY 2016

FY 2016 Base Fare Revenue for Operations Performance

Actual and March 2015 Forecast Monthly Base Fare Revenue Comparison — FY 2016



Tariff Review Process Roles and Responsibilities

Transportation Commission

- The Transportation Commission is responsible for adopting fares through the rulemaking process.

Ferries Division

- WSF is responsible for conducting review of fares.
- Develops a fare proposal for submittal to the Commission for its consideration.

- The Ferry Advisory Committee on Tariff (FAC-T) was created in 2010 to provide guidance during the tariff review process and provide a customer perspective on prospective fare proposal elements.

2015/16 Tariff Cycle and Looking Ahead to 2017

Commission Actions for October 2015 and May 2016:

- Continued to gradually increase the Vehicle-Passenger fare ratio.
- Maintained a “base level” 2.5% increase for vehicle fares.
- Maintained the Tariff Route Equity relationship among routes.
- Eliminated the overheight surcharge for vehicles under 22’.
- Added clarity to the overheight waiver for disabled travelers.
- Reduce the height limit threshold from 7’6” to 7’2” (May 2016).

The next fare change process will begin late 2016

Questions?

For more information, please contact:

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