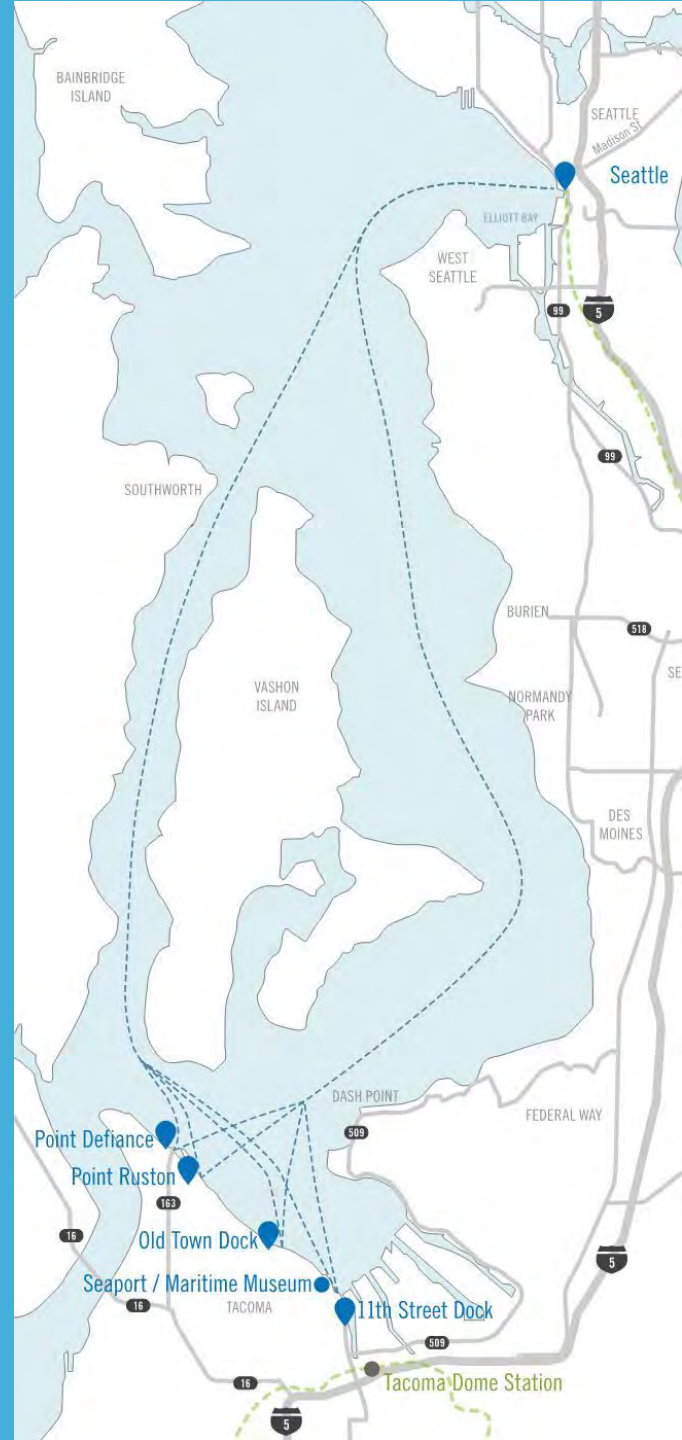


Tacoma Fast Ferry Feasibility Study

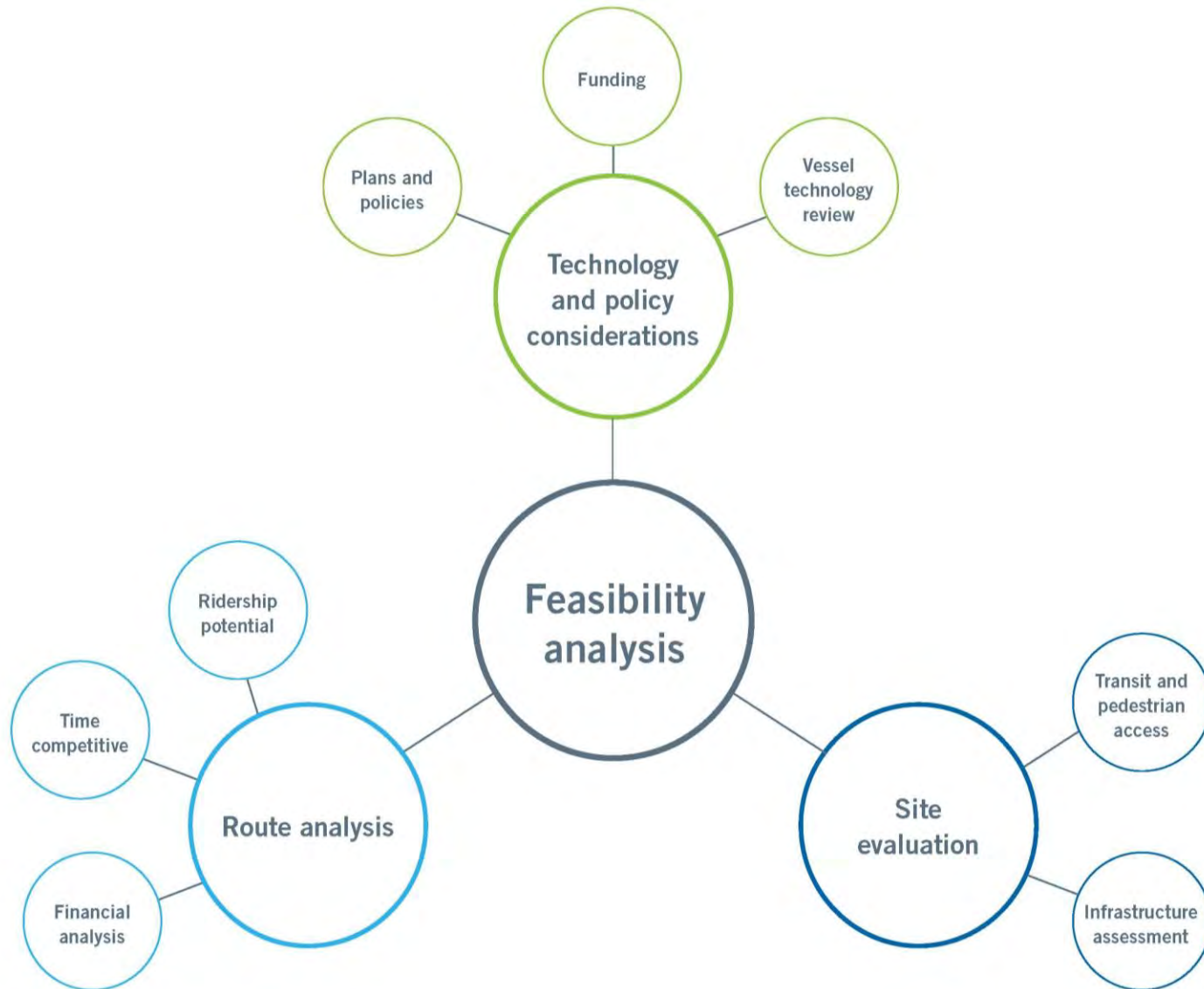
February 13, 2019



Feasibility Study Team



Study Elements



LANDING SITE ASSESSMENT

Three geographical areas:

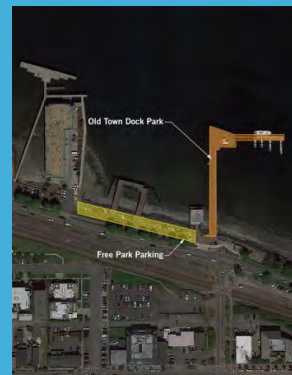
- Downtown
- Old Town
- The Point



11TH STREET



SEAPORT



OLD TOWN



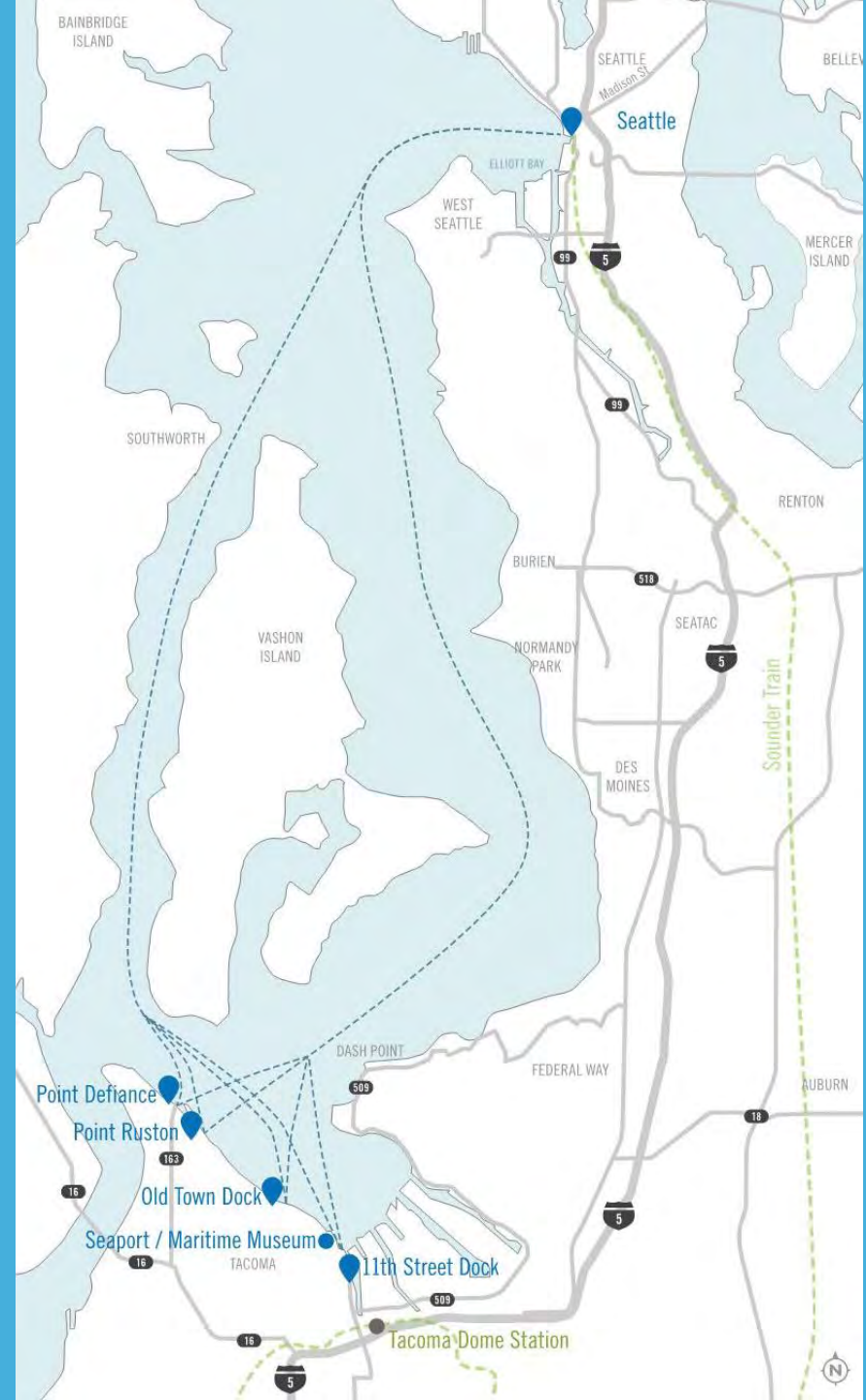
PT. RUSTON



PT. DEFIANCE

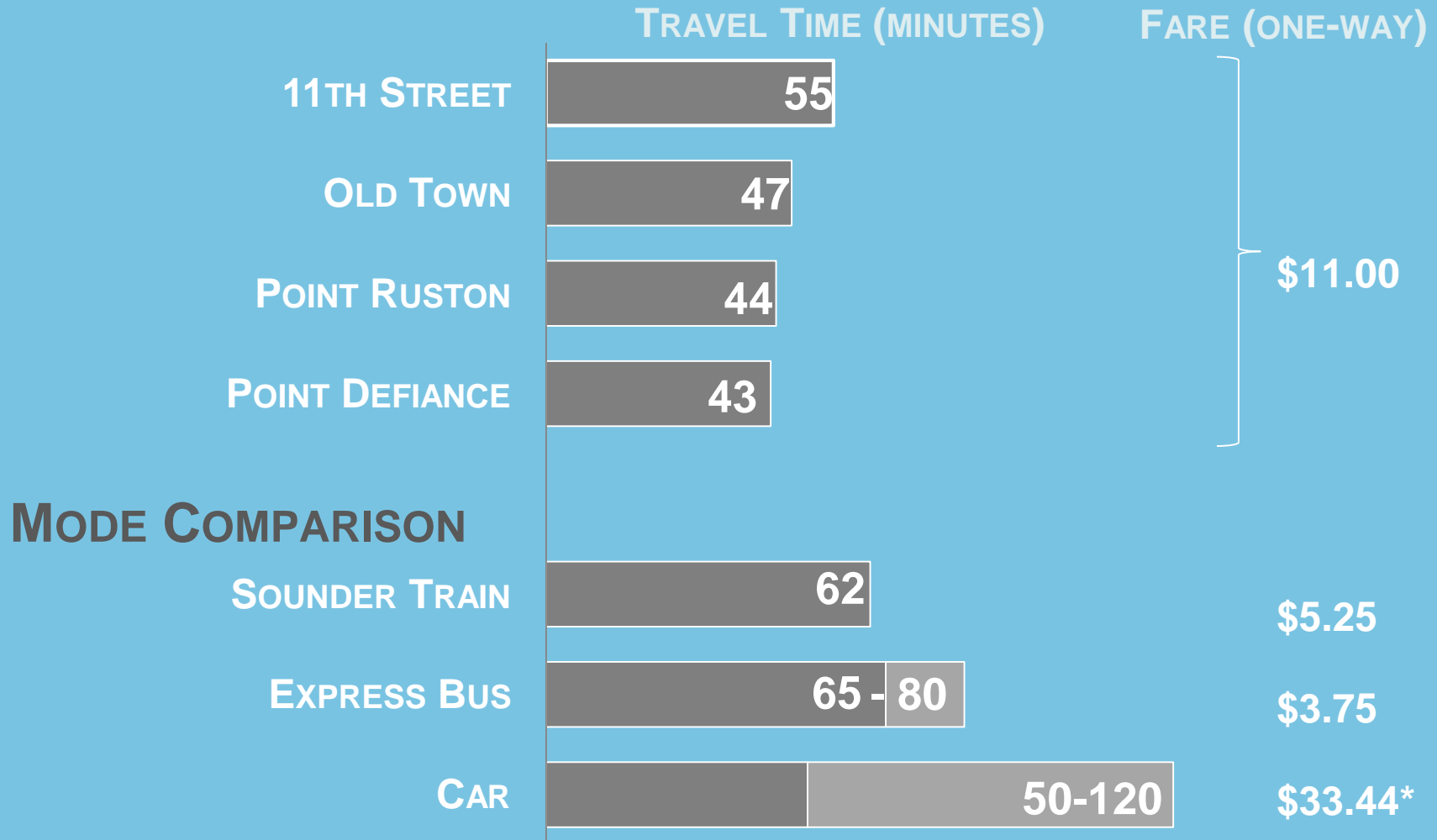
ROUTE PROFILE ASSESSMENT

- TRANSIT CONNECTIONS
- FARE ASSUMPTIONS
- TRAVEL TIMES COMPARISON
- OPERATING PROFILES



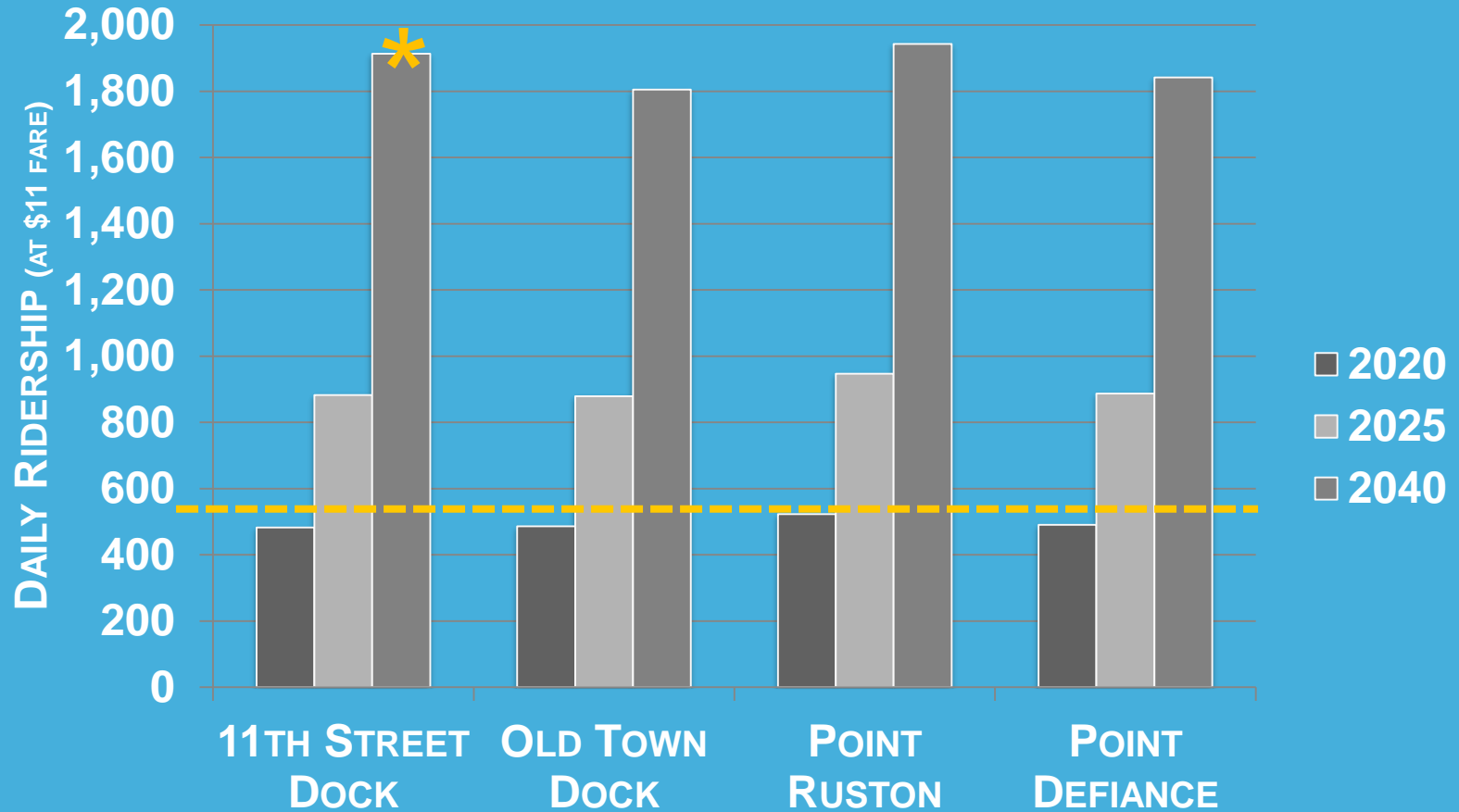
TIME AND FARE **COMPETITIVE** TRAVEL

POTENTIAL TACOMA PASSENGER-ONLY ROUTES



*INCLUDES FEDERAL MILEAGE COSTS AND PARKING COSTS IN SEATTLE

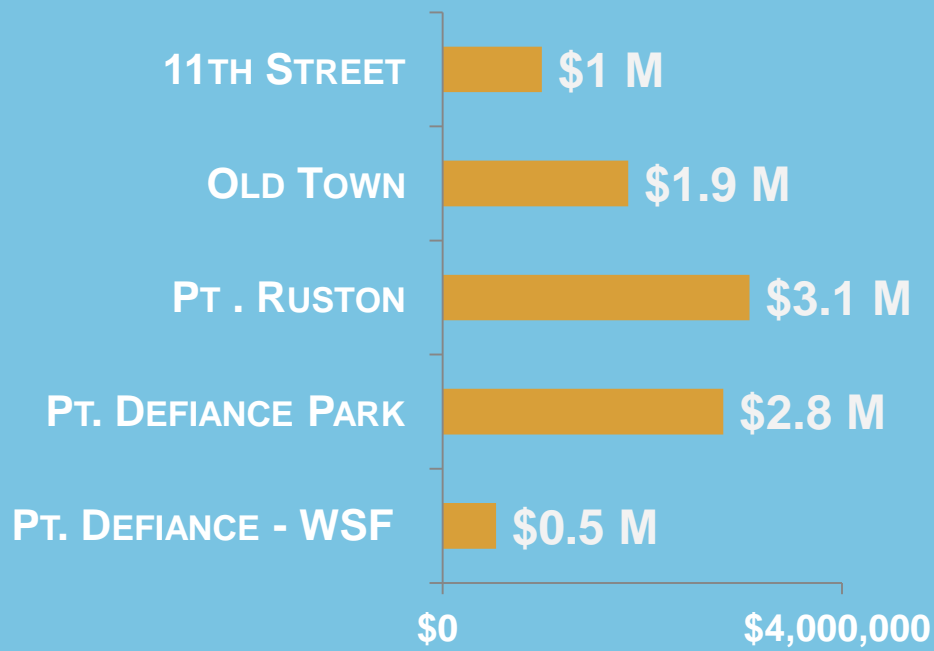
ESTIMATED WEEKDAY RIDERSHIP



- 2020: Point Ruston site has highest daily ridership (523 riders)
- 2040: 11th Street Dock catches up *

ESTIMATED CAPITAL COSTS

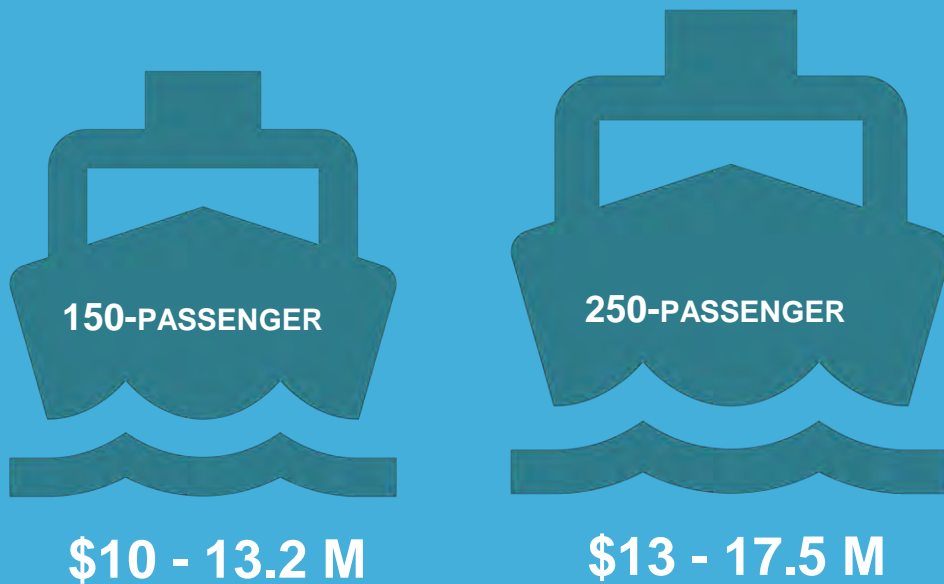
Estimated Terminal Facility Cost



- Terminal facility cost estimates differ by location.
- Potential pilot service opportunities at:
 - Point Defiance parks facilities
 - Old Town
 - 11th Street Marina

ESTIMATED CAPITAL COSTS

Estimated Vessel Cost



- Two service vessels and one back up vessel would ensure reliability
- 150-passenger vessel (appropriate for the predicted ridership)
- A larger vessel would be required for bow loading in the WSF slip, with more passenger capacity.

START-UP CAPITAL COSTS BY LANDING SITE



PT. DEFIANCE



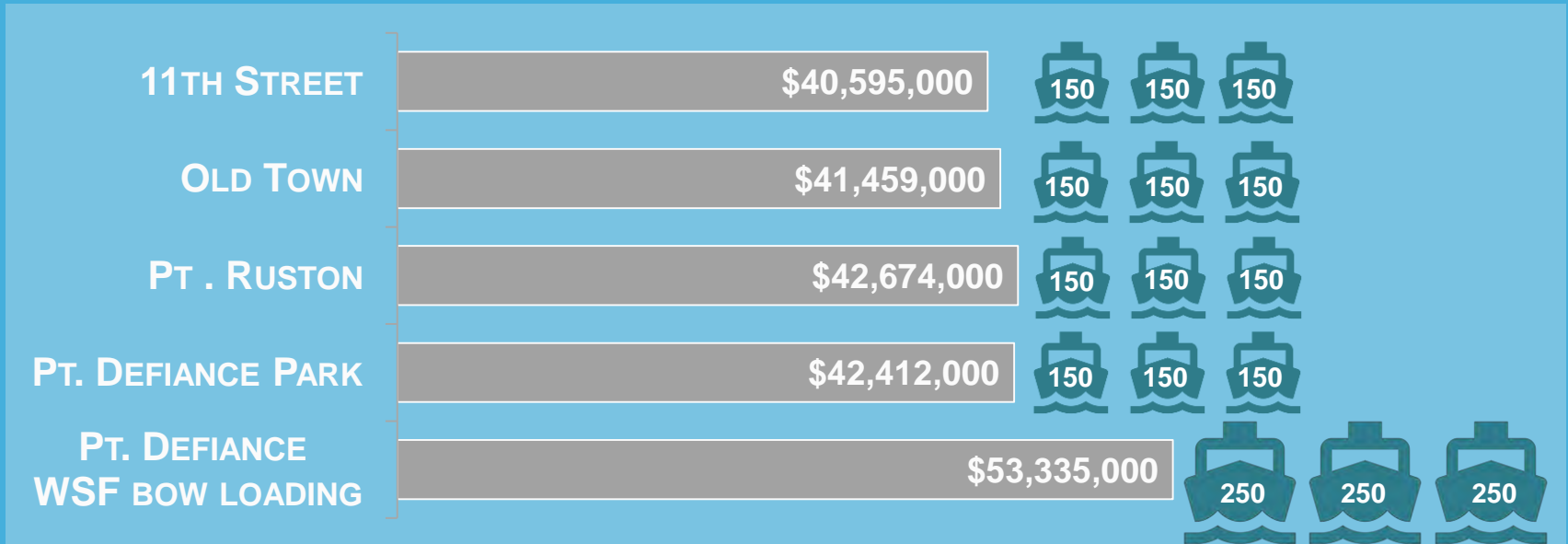
PT. RUSTON



OLD TOWN



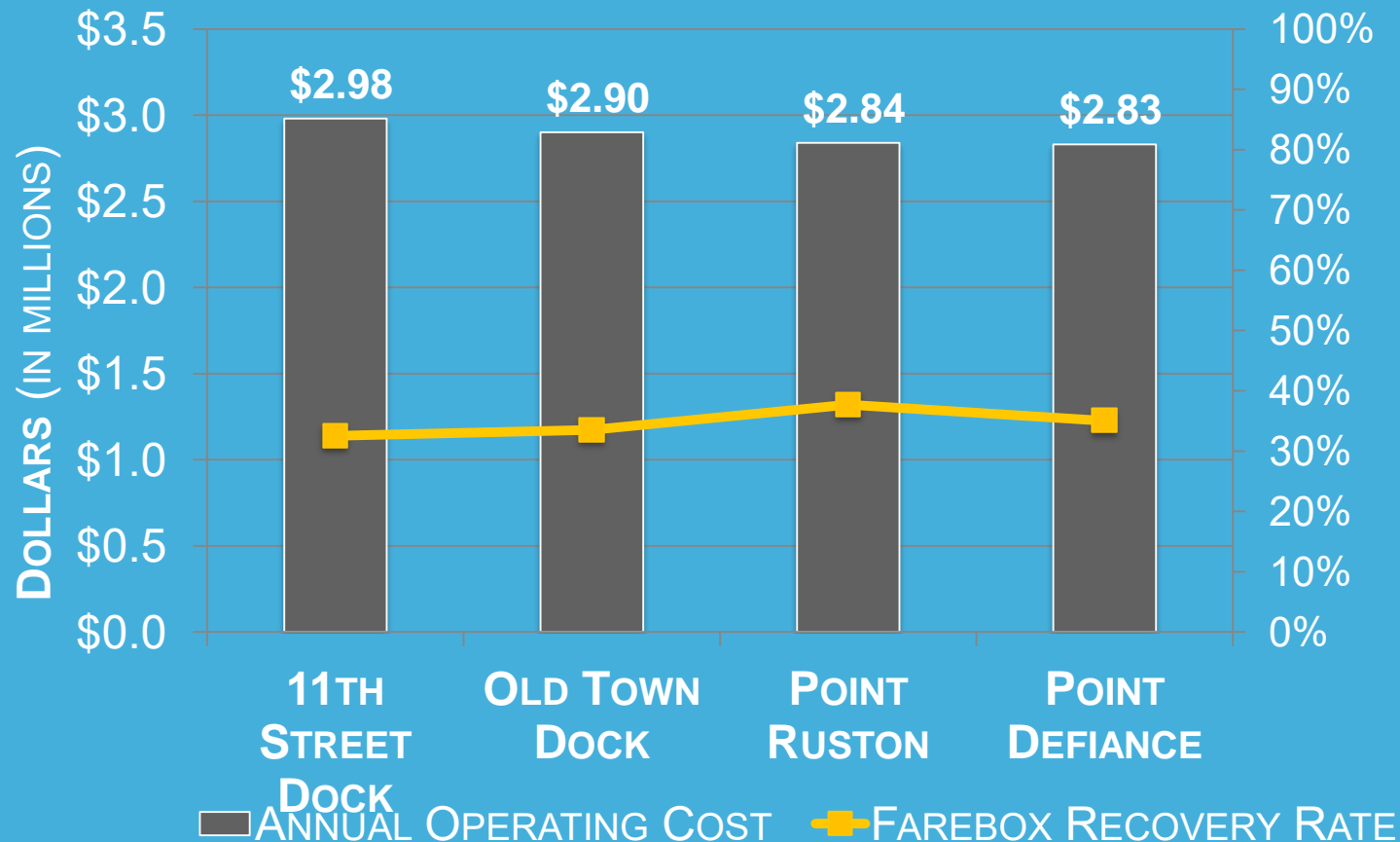
11TH STREET



*VESSEL COSTS USES HIGH END OF RANGE PROVIDED

ESTIMATED OPERATING COSTS

- Comparable operating costs and revenue recovery for all sites
- Farebox recovery ranges from 32.5% to 37.7% for all sites







*OPERATING COSTS IDENTIFIED ARE FOR A PROJECTED 2020 START-UP

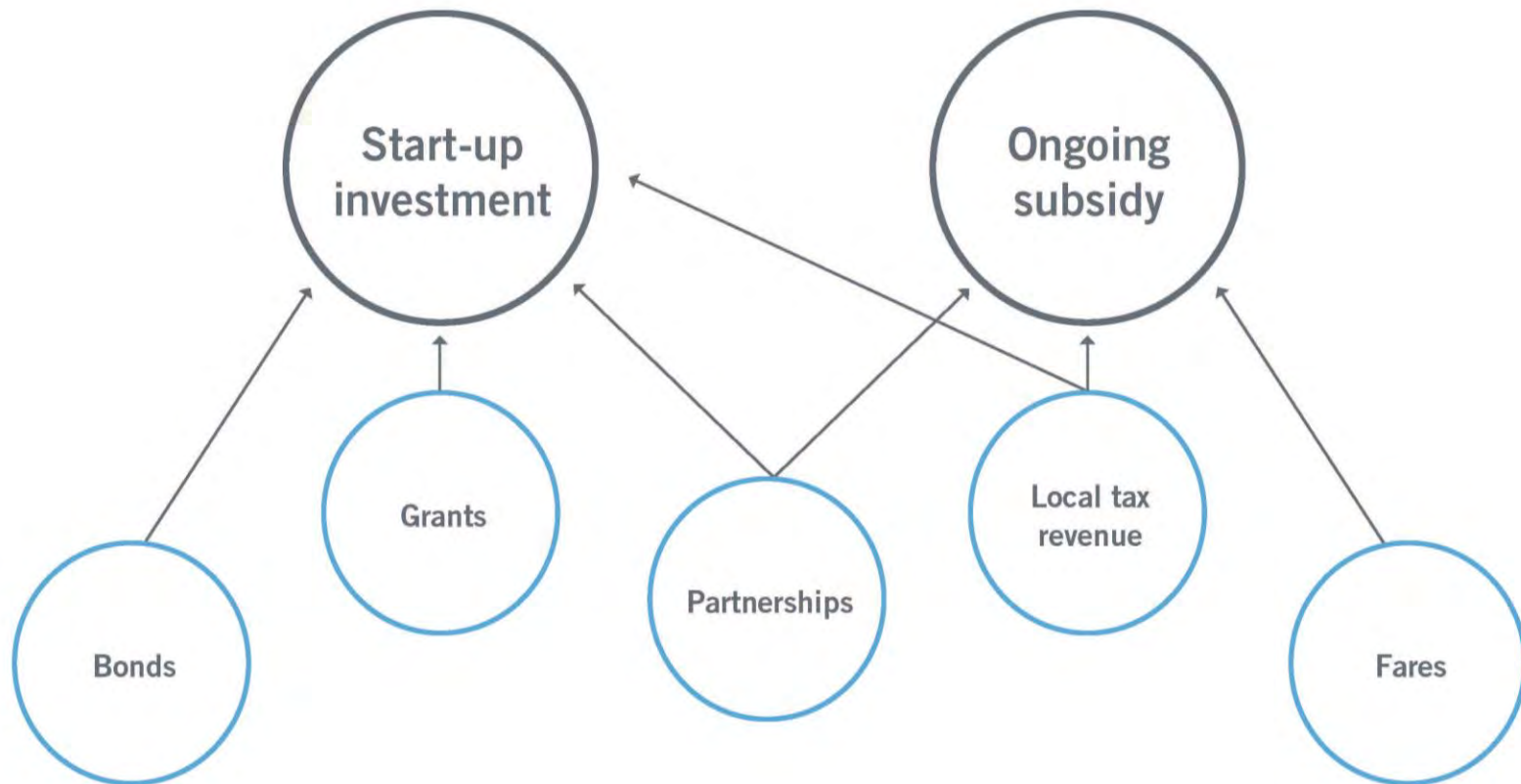
FINANCIAL PERFORMANCE COMPARISON

	11 TH STREET	OLD TOWN	POINT RUSTON	POINT DEFIANCE
SUBSIDY REQUIRED	\$1.96 M	\$1.88 M	\$1.71 M	\$1.79 M
COST PER RIDER	\$28.77	\$27.88	\$24.80	\$26.70
COST PER SERVICE HOUR	\$1,431	\$1,394	\$1,364	\$1,362

MODAL COST COMPARISON

	POTENTIAL POF FROM POINT RUSTON	KING COUNTY WATER TAXI	SOUNDER TRAIN	SOUND TRANSIT EXPRESS BUS
ANNUAL RIDERSHIP	114,400	657,600	4,650,000	18,860,000
TOTAL ANNUAL COST	\$2.83 M	\$7.53 M	\$53.89 M	\$141.30 M
SUBSIDY REQUIRED	\$1.71 M	\$4.52 M	\$38.76 M	\$103.57 M
COST PER RIDER	\$24.80	\$11.00	\$11.59	\$7.49
COST PER SERVICE HOUR	\$1,364	\$1,477	\$721	\$178
FAREBOX RECOVERY	37.7% 	40.0% 	28.1% 	26.7% 

FUNDING NEEDS & OPPORTUNITIES



CONCLUSION AND NEXT STEPS

- TACOMA TO SEATTLE FAST FERRY SERVICE IS FEASIBLE
- FURTHER ANALYSIS IS REQUIRED TO DEVELOP A VIABLE BUSINESS PLAN
 - FUNDING PLAN
 - SCHEDULE AND RIDERSHIP
 - PREFERRED LANDING LOCATION(S)
 - ECONOMIC IMPACT
 - SEATTLE FACILITIES
 - REGIONAL COORDINATION/COLLABORATION
 - COMMUNITY SUPPORT



2019 ACTION

- THE GOVERNOR'S BUDGET REQUESTS AN \$350,000 AWARD TO THE PUGET SOUND REGIONAL COUNCIL TO UPDATE THEIR 2008 PUGET SOUND REGIONAL PASSENGER-ONLY FERRY STUDY AND COVER THE ENTIRE PUGET SOUND

