



2021/23 Ferry Fare Proposal Final Hearing

August 10, 2021

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Fare Review Timeline



Oct. 2020-April 2021:

- WSF develop fare proposal with input from FAC-T and budget targets from legislature

May/June 2021:

- Gather initial input on alternatives
- WSF presents alternatives and comments
- WSTC adopts draft proposal for public review

June-Aug 2021:

- Public outreach
- Fare adoption hearing

Fare Review Timeline

Milestone	Current Date
Ferries Team/WSF Staff Meetings	October 2020 and January 2021
WSTC Presentation	February 2021
FAC-T Meetings	March and April 2021
Legislature's Fare Revenue Budget	April 2021
CR101	NLT 5/5/2021
Fare Cycle Update to WSTC	May 18 2021
WSF Public Meetings	May 25 - 26
Fare Alternatives Presentation to WSTC	June 15, 2021
CR102 Filing Window	June 18 – July 7
Commission Proposal Public Outreach	July 2021
Commission Adoption Hearing	August 10, 2021
CR103 Filing	NLT 8/30/2021
Fares Take Effect	October 1, 2021

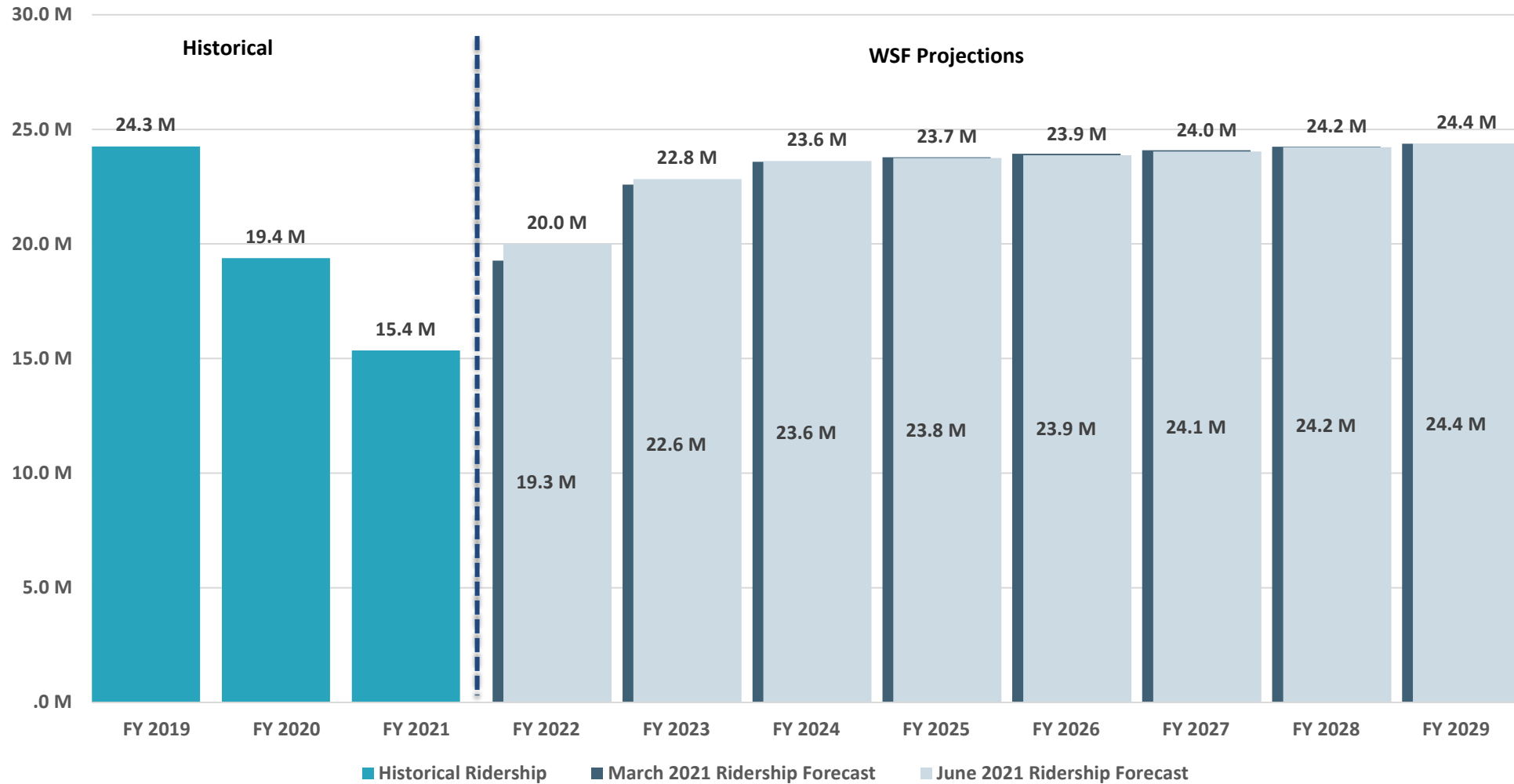
Legislature's Fare Revenue Requirement for 2021/2023

March Forecast Base Fare Revenue for Operations compared to 2.5% increase in Oct/Oct

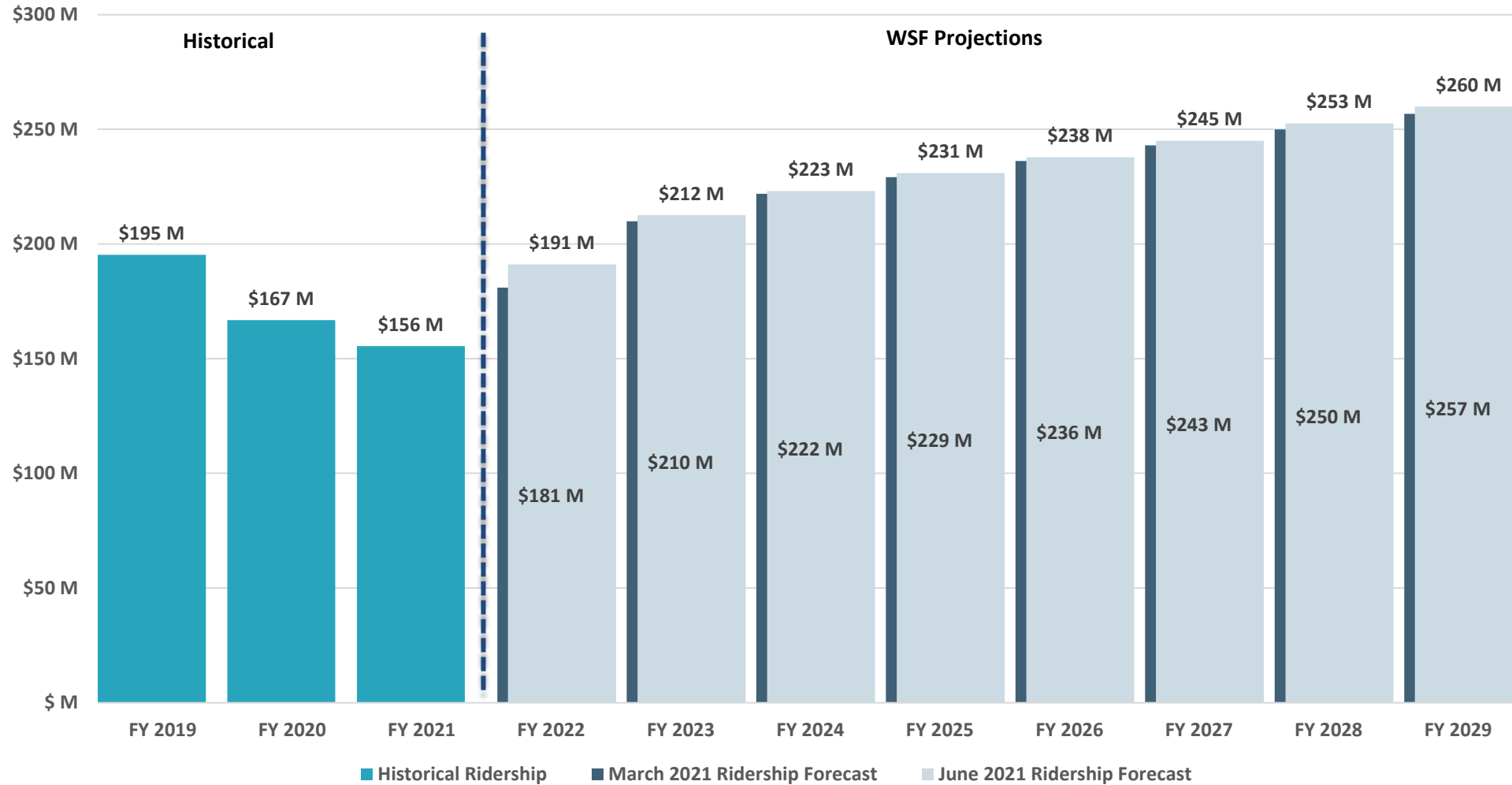
	BASELINE – No Fare Increase		March Alt 1 - 2.5% INCREASE		DIFFERENCE	
	Revenue	Ridership	Revenue	Ridership	Revenue	Ridership
2021	\$142,725,000	14,651,000	\$142,725,000	14,651,000		
2022	\$171,842,000	19,363,000	\$174,358,000	19,305,000	\$2,516,000	(58,000)
2023	\$195,628,000	22,804,000	\$202,269,000	22,605,000	\$6,641,000	(199,000)
Total					\$9,157,000	(257,000)

- The transportation budget has \$9.2 million in additional operating revenue that will need to be generated with a general fare increase

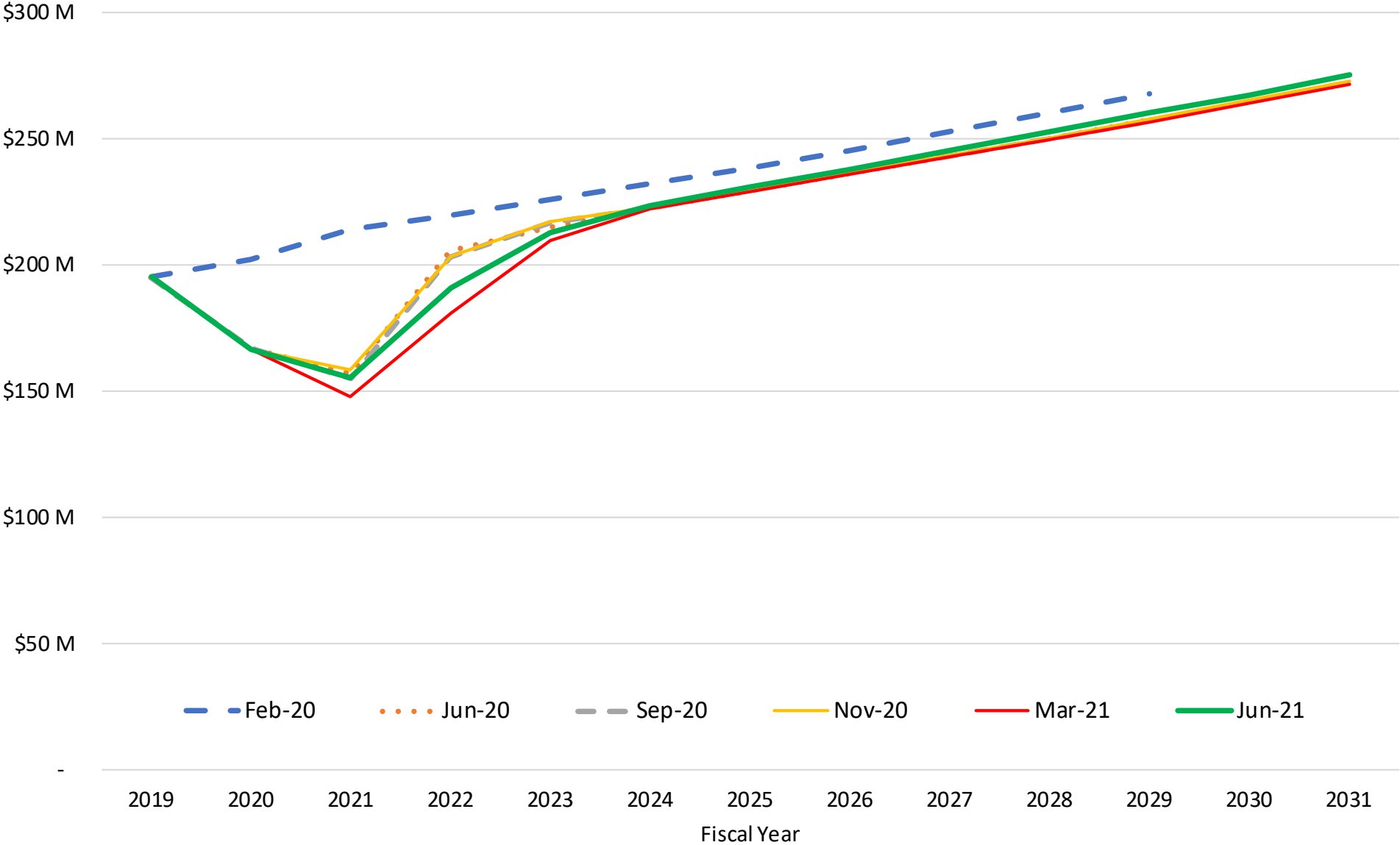
Total Ferry Ridership Demand: June 2021 vs March 2021 Forecasts



Total Ferry Revenues: June 2021 vs March 2021 Forecasts



Total Ferry Revenue Forecast Comparisons



WSTC Fare Proposal

		Fare Increase		Comments
		1 st year	2 nd year	
Alternative 1	Timing	October	October	Baseline scenario to meet legislative requirements
	Passengers	2.5%	2.5%	
	Vehicles	2.5%	2.5%	
Alternative 2	Timing	October	October	October/October Fare Changes. No passenger fare increase in first year. Vehicle fare increased 3.1% in first year. Second year increases held to 2.5%.
	Passengers	0.0%	2.5%	
	Vehicles	3.1%	2.5%	

- Fare options were developed to be revenue neutral and to achieve the revenue target set by the legislature

WSTC Proposed Policy Change: Vanpool Definition

Proposed WAC 468-300-020 RIDE SHARE VEHICLES - A commuter ride share vehicle which carries ~~five~~ three or more persons on a regular and expense-sharing basis for the purpose of travel to and from work or school and which is certified as such by a local organization approved by the Washington state ferry system, may purchase for a \$20 fee, a permit valid for one year valid only during the hours shown on the permit. The \$20.00 fee shall include the driver. Remaining passengers shall pay the applicable passenger fare. Except that the minimum total paid for all passengers in the van shall not be less than ~~four~~ two times the applicable passenger fare. Carpools of three or more registered in WSF's preferential loading program must also pay a \$20.00 yearly permit fee.

Overview of 2021 Ferry Fare Online Public Input Forum

- Open from May 28, 2021 – June 10, 2021
- Sought comments and preferences between the two fare change alternatives
- 1,121 participants and nearly 700 written comments submitted
- Greater support for Alternative 1 than Alternative 2

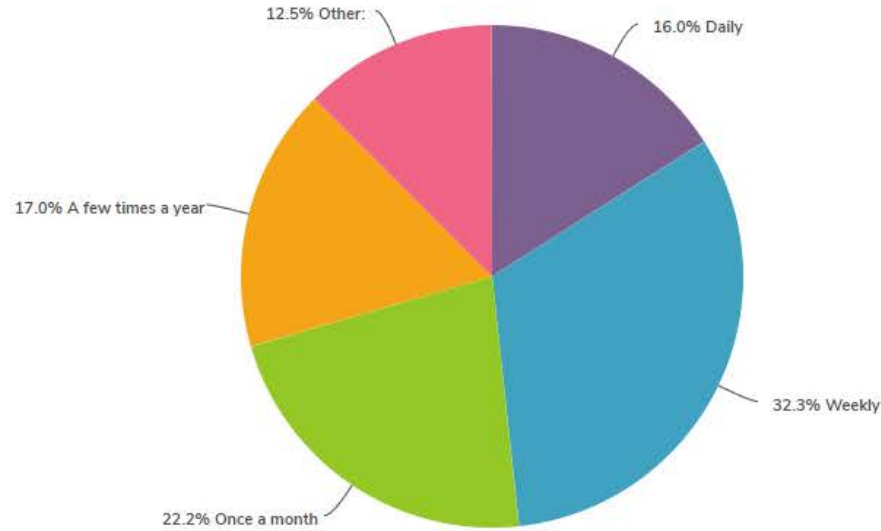
Online Public Input Forum - *Voting Results*

1. Please indicate your opinion for the two fare change alternatives and proposed policy change below.

	Support	Neutral	Oppose	Responses
Alternative 1: 2.5% increase applied to all fares on October 2021 and 2022 Count Row %	420 39.8%	160 15.2%	475 45.0%	1,055
Alternative 2: <ul style="list-style-type: none"> Passenger fares remain unchanged in 2021 and increase 2.5% in October 2022 Vehicle fares increase 3.1% in October 2021 and increase 2.5% in October 2022 Count Row %	236 23.9%	117 11.8%	636 64.3%	989
Vanpool Definition Under WAC 468-300-020, change definition of a vanpool from carrying five people, to three people, and change the minimum total paid for all passengers in the van to be not less than two times the fare, rather than four times the fare. Count Row %	356 36.4%	315 32.2%	308 31.5%	979
Totals Total Responses				1055

Context Setting – Frequency of Ridership

3. How often do you ride a WSF ferry?

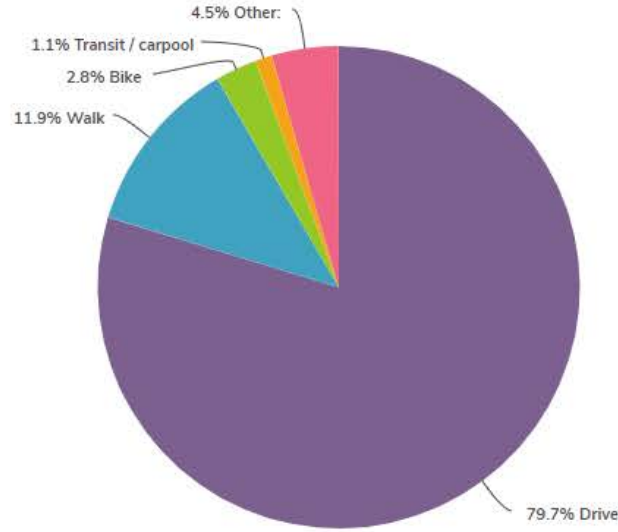


Value	Percent	Responses
Daily	16.0%	178
Weekly	32.3%	358
Once a month	22.2%	246
A few times a year	17.0%	189
Other: (click to view)	12.5%	139

Totals: 1,110

Context Setting – Mode of Travel

4. When you ride a ferry, what mode of transportation do you use most often?



Value	Percent	Responses
Drive	79.7%	882
Walk	11.9%	132
Bike	2.8%	31
Transit / carpool	1.1%	12
Other: (click to view)	4.5%	50

Totals: 1,107

Nearly 700 Comments Submitted Via the Online Forum



Nearly 700 Comments Submitted Via the Online Forum

Just a few examples:

- It has become so expensive to ride the ferries I don't know how people can afford it. If you need to go to Seattle from the Western side of the Sound for medical care it can seriously add up. I think it is important to reward ride-sharing and walk-on traffic especially during commute times and I think it is fair to charge more during the summer months.*
- Consider less of an increase on multi-fare users, as they will face the greatest burden of the cost increase and peak capacity constraints seem less commuter-oriented and more travel/tourism/visitor-based. Since I use the ferry primarily for personal (not commute/business), I support greater fees for both operation and on buying new ferries to expand capacity (not just replace it).*
- I like encouraging walk-on passengers. However, that should be coupled with viable public transportation options to and from ferry terminals. For most ferry terminals, public transportation is woefully spotty which encourages motor vehicle use.*

WSTC Selects Alternative 1

June 15

- Commission selected Alternative 1 on June 15, 2021 for the following general reasons:
 - Stronger overall public support indicated in online forum voting
 - Sought to have burden of increase shared between vehicles and passengers with on-going pandemic recovery and predominance of vehicular travel.
 - Vehicular use less of a choice and more of a requirement during pandemic and recovery period, to address ongoing public health and safety concerns and reduced transit service.

Public Input Gathered on Commission Fare Proposal *(Alternative 1)*

June 18 – July 30

- Comments received after the June Commission meeting were submitted via email to the WSTC.
- Comments generally fall into the following categories:
 - General opposition to any fare increase
 - Service issues
 - Support for Alternative 2



Next Steps

- CR-103 with final fare and policy changes filed no later than August 30
- WSF actions:
 - Notification of ORCA transit partners
 - Reprogramming of fares
 - Distribution of new fares to public and WSF staff

Recap of Proposed Fare Proposal & Policy Change

Fare Proposal:

		Fare Increase		Comments
		1 st year	2 nd year	
Alternative 1	Timing	October	October	Baseline scenario to meet legislative requirements
	Passengers	2.5%	2.5%	
	Vehicles	2.5%	2.5%	

- Proposed Policy Change:**

Change vanpool (rideshare vehicle) occupancy requirements from 5 to 3 people in WAC 468-300-020 to align with updated state vanpool definition.

Contact

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