

**SUMMARY OF PROPOSED 2011 JTC STUDIES**

		<b>Appropriation</b>	<b>Planned start-date</b>	<b>Report due date</b>
1	Public Private Partnerships	\$425,000	June 20	December 16
2	Stormwater management on state highways within cities	\$200,000	July 1	Not specified
3	Ferry fare media	\$200,000	July 19	Not specified
4	Ferry management organization structure	\$150,000	July 19	December 31
5	Liquid natural gas as ferry fuel	\$100,000	TBD	December 31

**1. Public-private partnerships (P3s) in transportation**

- Evaluate potential for financing four state transportation projects (Interstate 405, SR 509, SR 167, and the Columbia River Crossing) using public private partnerships.
- Compare the costs, advantages and disadvantages of various forms of public private partnerships with conventional financing.
- Identify the public interest in the financing and construction of transportation projects and in their operation upon completion, and provisions to protect that public interest in a public-private partnership.
- To the extent possible, the study must identify the lowest cost and best-value model for each project that best protects the public interest.
- Identify barriers to the implementation of funding models that best protect the public interest, including statutory, constitutional or other barriers.

Budget: \$425,000  
 JTC Staff: Mary Fleckenstein, with Gene Baxstrom as back-up  
 HTC and STC Staff: To be assigned

## 2. Stormwater management on state highways in cities

- Study and make recommendations on RCW 90.03.525, which addresses costs and management of stormwater on state highways within cities.
- Produce an inventory of state highways within cities subject to the federal Clean Water Act
- Survey cities that impose stormwater fees on WSDOT
- Do case studies on a cross-section of cities identifying how they have implemented RCW 90.03.525
- Make recommendations on how to achieve efficiencies in the cost and management of state highway stormwater runoff within cities.

Budget: \$200,000, from the cities statewide fuel tax distributions  
JTC Staff: John Lee, with Mary Fleckenstein as back-up  
HTC and STC Staff: To be assigned

## 3. Ferry fare media

- Recommend the most appropriate fare media for use with the ferry system's reservation system and the implementation of demand management pricing
- Identify ways to simplify the fare structure to work well with demand management pricing
- Identify infrastructure needs related to the fare media and its operation with the reservation system
- Consider what roles WSF should play regarding fare setting as it relates to demand management and fuel surcharges
- Collaborate with members of the Washington State Transportation Commission

Budget: \$200,000  
JTC Staff: Gene Baxstrom, with Mary Fleckenstein as back-up  
HTC and STC Staff: Debbie Driver and Janice Baumgardt

## 4. Ferry system management structure

This study seeks recommendations for a more efficient ferry management system that has fewer levels of management, and a management structure that facilitates more effective communication with workers to develop a more effective and efficient ferry system. The study will consider:

- Organizational relationships, and ways to facilitate improved communication throughout the division
- Levels of management within the ferry division, and those outside the ferry division that impact the division
- Managers' responsibilities, span of control, and compensation, and the chain of command
- Incentives to more effectively engage employees in making the ferry system more efficient.

Budget: \$150,000  
JTC Staff: Gene Baxstrom, with Mary Fleckenstein as back-up  
HTC and STC Staff: Debbie Driver and Janice Baumgardt

## 5. Liquid natural gas as ferry fuel

This study investigates the use of liquid natural gas(LNG) for fuel on Washington state ferry vessels. The study is to evaluate LNG use on existing vessels, as well as the planned 144-car class vessels. Issues identified include:

- The fuel consumption benefit of LNG compared with diesel
- Coast Guard regulations for storage and transport of LNG
- Security risks and strategies to reduce risk
- Impact of LNG on vessel performance, including vessel speeds
- Marine insurance costs, and capital cost associated with utilizing LNG on vessels

Budget: \$100,000  
 JTC Staff To be assigned  
 HTC and STC Staff: To be assigned

### Reports to or consultations with the JTC in the Transportation Budget, (Senate amd) ESHB 1175

1.	WSDOT must report to the JTC on pilot program for the WSP to issue infractions based on information from automated traffic safety cameras in state highway construction zones. Pilot program status reports due January 1, 2012 and 2013.	Section 216 (5)
2.	WSDOT, OFM and House and Senate Transportation Committees recommend budget structure for WSF, with transparency and linkage of revenues to expenditures. Due September 1, 2011	Section 221 (16)
3.	WSDOT must consult with JTC concerning the obligation of redistributed federal funds received for the Improvement and Preservation Programs if they cannot be used as prescribed in the budget.	Section 305 (6) Section 306 (4)
4.	Vendor selected to construct the 144-car ferry must present a list of options to JTC and OFM, by August 15, 2011, to reduce vessel capital and operating costs. This section is subject to enactment of ESSB 2742 / HB 2083.	Section 308 (8)
5.	WSDOT must submit report to JTC regarding Main Street Projects as authorized in HB 1071, by December 1, 2011, to ensure the projects are consistent with legislative intent. (ESHB 1071)	Section 310 (10)
6.	PSRC must report to JTC on progress with multimodal concurrency approach to a transit overlay zone implemented at the local level. Goal to improve transit efficiency, land use decisions and development patterns. Progress report December 2011 and final report January 31, 2012.	Section 310 (24)
7.	WSDOT plan to improve oversight of real estate procurement and management practices to be submitted to Governor and JTC by September 1, 2012. Prior to September 1, 2012, WSDOT prohibited from entering into new leases or acquiring property for office needs without first consulting with OFM and JTC.	Section 604 (1) Section 604 (2)
8.	WSDOT shall report to the JTC by August 1, 2011, providing recommendations	Section 610

	on the department's future business model, staffing scenarios, and methods of program and project delivery.	
9.	DOL must report to JTC and its executive committee concerning special license plates. Reports include annual financial reports and applications for considered by DOL. In addition, the executive committee will receive copies of approval and rejection notification letters sent to sponsoring organizations, and any recommendations by DOL to discontinue a license plate series.	Section 703
10.	If the Transportation Commission considers a ferry fuel surcharge, they must first submit an analysis and business plan to OFM and either JTC or the House and Senate Transportation Committees.	Section 801 (6)