

Washington State Ferries

Joint Transportation Committee

AMY SCARTON, ASSISTANT SECRETARY OF FERRIES

December 14, 2017

Roger Millar, Secretary of Transportation

Keith Metcalf, Deputy Secretary of Transportation

2017 by the Numbers

- **22,599,000*** total passengers carried
- **182,000*** passenger increase over 2016
- **3,060,232*** passengers walked on Seattle/Bainbridge, our busiest route for foot traffic
- **1,322,794*** passengers drove on Mukilteo/Clinton, our busiest route for vehicle traffic
- **92.5** percent on-time performance from Oct. 2016 through Sept. 2017
- **98.8** percent reliability, missing 2004 (1.2%) trips out of 162,848 scheduled sailings from Oct. 2016 through Sept. 2017
- **6,352*** tweets, **14,993,229*** impressions, and **5,017*** new followers on the @WSFerries Twitter account

**Data through Nov. 30, 2017*

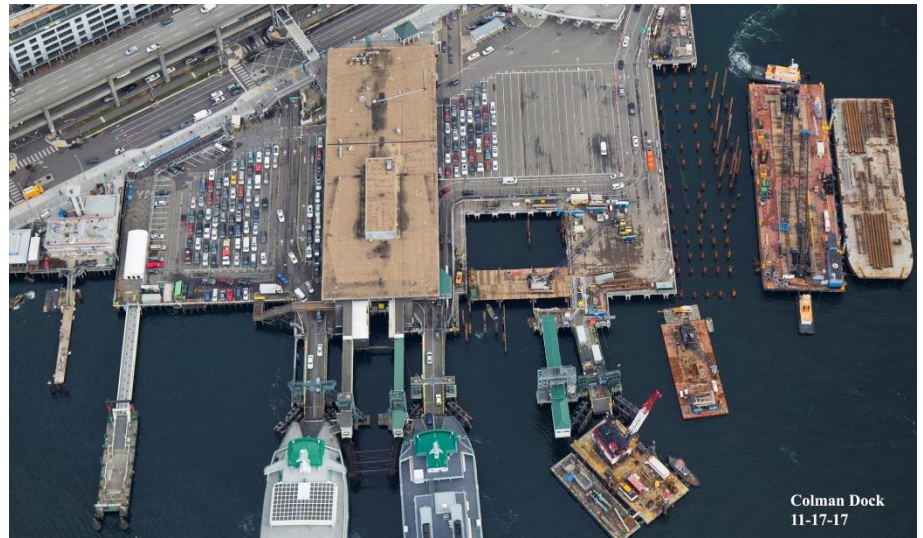


Accomplishments

- *Chimacum* entered service, our 3rd Olympic class vessel
- Construction began on Colman Dock and Mukilteo Terminal
- Partnered with Maritime Schools and Community Colleges
- Coast Guard life rafting agreement finalized, installation began



Ferry Chimacum entered service in June 2017



Colman Dock
11-17-17

Colman Dock construction began in August. Pile driving is currently underway.

Life raft installations

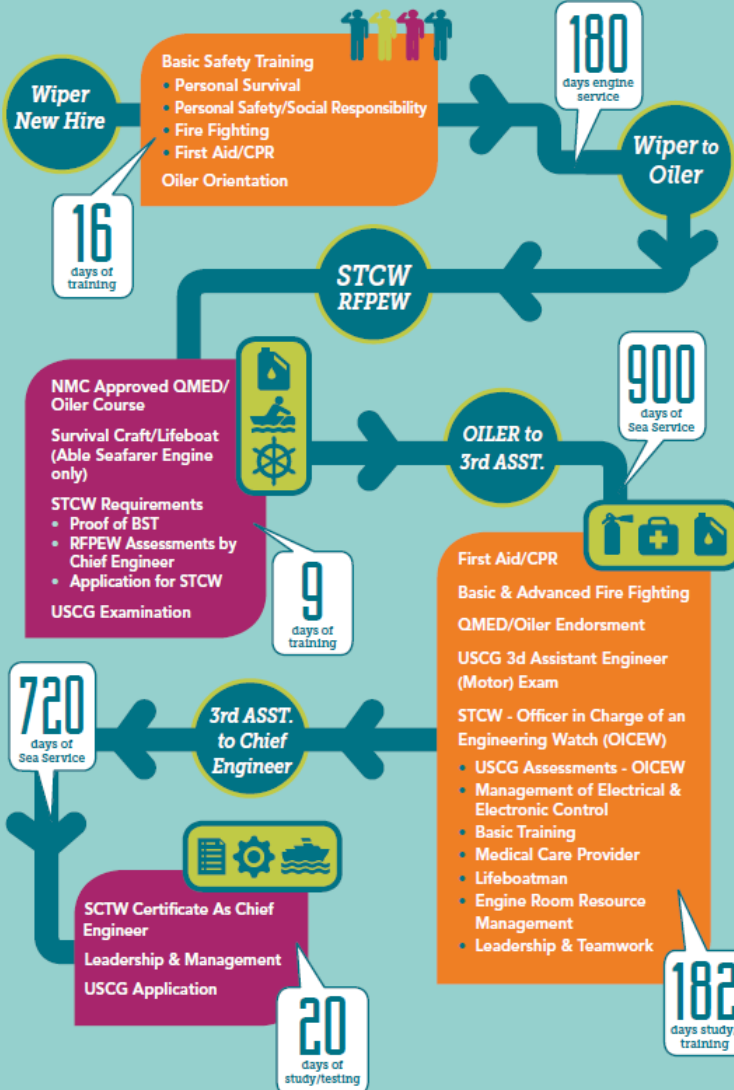
- 46 CFR Part 199 Lifesaving Appliances & Arrangements Regulations
- 2002 USCG approved alternate compliance strategy
- March 27, 2017 USCG mandate for 100% Lifesaving Capacity by end of CY 2019
- Quarterly Progress Meetings with USCG
- Updated Cost Estimate:
 - Initial Cost: \$3,690,159
 - Recurring Cost per biennium: \$433,455



Career paths

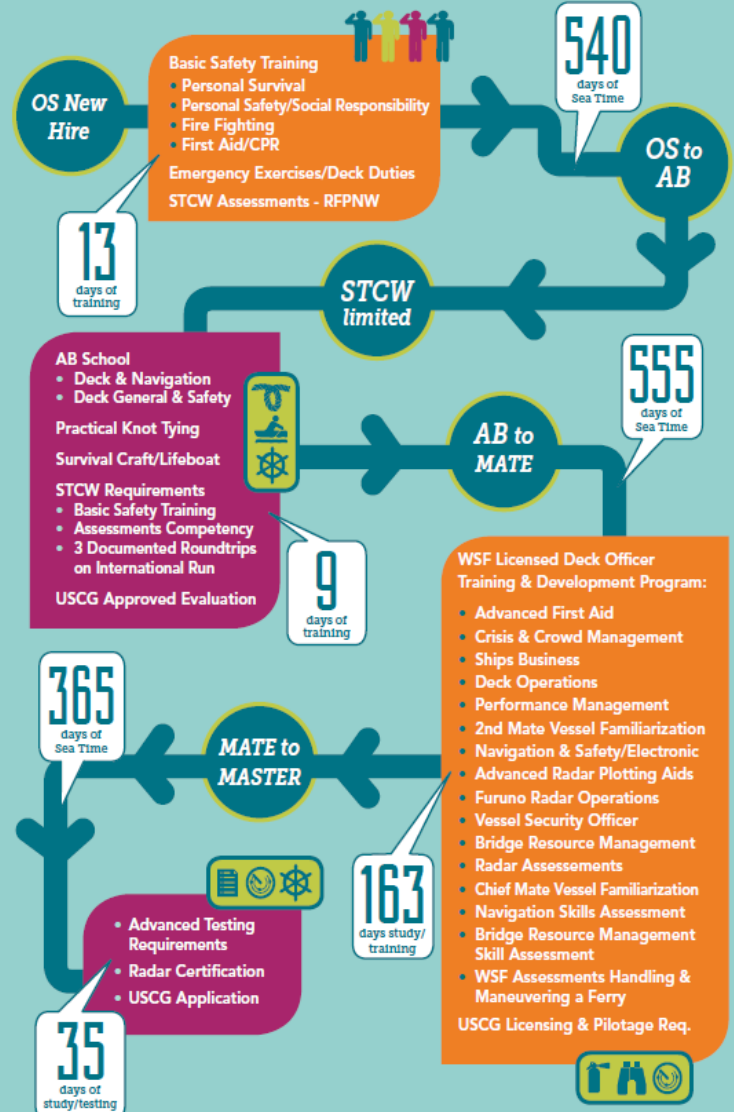
WSF Career Path for Engine

We don't just hire a Chief Engineer. We develop our own.



WSF Career Path for Deck

We don't just hire a Captain. We develop our own.



Challenges

- Aging fleet
- Limited maintenance and preservation options
- Summer service disruptions



Crab pot line caught in the Salish's propeller in August 2017



Vigor's new dry dock facility opening in January 2018



The Hyak and its three sister Super class ferries celebrated their 50th birthdays this year, with the addition of a gold stripe

Summer contingency plan

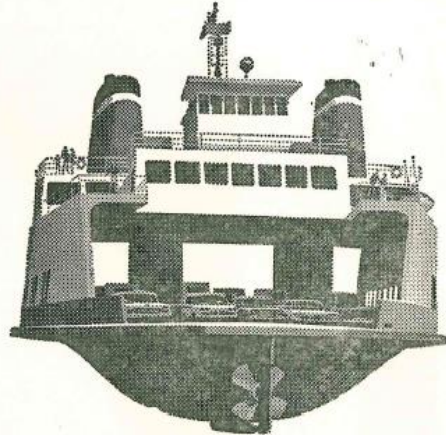
Table 1: "Fit" of Vessel Classes to Routes

Size	Class	Veh Spaces	Vessel	Home Port	Route:										
					South				→				North		
					Point Defiance-Tahlequah PD-TAL	Fauntleroy-Vashon-Southworth FVS	Seattle-Bremerton SEA-BR	Seattle-Bainbridge SEA-BI	Edmonds-Kingston ED-KING	Mukilteo-Clinton MUK-CL	Port Townsend-Coupeville PT-KEY	Anacortes-San Juan Islands ANA-SJ	San Juan Interisland ANA-SJ 4	Anacortes-Sidney ANA-SID	
Big ↓	Jumbo Mark II	197	Tacoma	Seattle	Oversize for route	Oversize for route	More capacity than needed	Meets demand	Meets demand	Lengthy loading & off-loading	Will not fit in Keystone Harbor	Oversize for route	Oversize for route	No SOLAS	
			Wenatchee	Seattle											
			Puyallup	Kingston											
	Jumbo	186	Spokane	Edmonds	Oversize for route	Oversize for route	More capacity than needed	Meets auto demand; may not meet peak passenger demand	Meets demand	Lengthy loading & off-loading	Will not fit in Keystone Harbor	Fall to Spring: Oversize for route	Summer: Lengthy loading and off-loading	Oversize for route	No SOLAS
			Walla Walla	Seattle											
	Super	139	Hyak	Seattle	More capacity than needed	More capacity than needed	Good fit for route	Moderate overloads; may not meet peak passenger demand	Moderate overloads	Poor fit to terminal. Lengthy loading & off-loading	Will not fit in Keystone Harbor	Good fit for route	More capacity than needed	Hyak, Kaleetan, Yakima: No SOLAS	
			Kaleetan	Seattle											
			Yakima	Anacortes											
			Elwha	Anacortes										Elwha: SOLAS	
	Olympic	141	Tokitae	Mukilteo	More capacity than needed	More capacity than needed	Good fit for route	Moderate overloads; may not meet peak passenger demand	Moderate overloads	Good fit for route	Will not fit in Keystone Harbor	Good fit for route	More capacity than needed	No SOLAS	
			Samish	Anacortes											
			Chimacum	Seattle											
	Issaquah	120	Issaquah	Fauntleroy	More capacity than needed	Good fit for route	Good fit for route	Can't meet demand	Can't meet demand	Good fit for route	Will not fit in Keystone Harbor	Good fit for route	More capacity than needed	Issaquah, Kitsap, Kittitas, Cathlamet: No SOLAS	
			Kitsap	Seattle											
			Kittitas	Mukilteo											
			Cathlamet	Fauntleroy											
		Chelan	Anacortes									Chelan: SOLAS			
Issaquah 90	89	Sealth	Fauntleroy									Sealth: Good fit for route	Sealth: No SOLAS		
E-State	81	Tillikum	Anacortes	More capacity than needed	Replace faster Sealth	Too slow to keep schedule	Can't meet demand	Can't meet demand	Replace Issaquah Class if needed for capacity	Will not fit in Keystone Harbor	Too slow to keep schedule	Good fit for route	No SOLAS		
		Klahowya (ret)	Anacortes												
Kwa-di Tabil	62	Chetzemoka	Pt Def	Good fit for route	Lengthy loading & off-loading	Too slow to keep schedule	Can't meet demand	Can't meet demand	Can't meet demand	Good fit for route	Can't meet demand	Fall to Spring: Good fit for route	Summer: Moderate overloads	No SOLAS	
		Salish	Pt Town												
		Kennewick	Pt Town												

San Juan County “Bridge”

BOXHOLDER

BULK RATE
United States Postage
PAID
Friday Harbor, WA.
98250
Permit No. 4



your
San Juan County
floating bridge

A blast from the horn and you are off to the mainland. Or on your way to Vancouver Island. Right on schedule with Washington State Ferries. It is all part of our continuing efforts to bring the best possible service to the growing communities of beautiful San Juan County. And we are working hard to improve that service because it means greater economic growth for you. For more information, contact one of our San Juan County agents.

 **Washington State Ferries**
Seattle Ferry Terminal • MAin 4-4755

Sustainability Initiatives

Completed	Considered	In Progress	Pursuing
B5 Biodiesel	LNG Conversion of <i>Issaquah</i> Class	B10 Biodiesel	Vessel Restraint Systems
Propeller Improvements	<i>Hyak</i> Hybrid Conversion	Energy Audits Terminal Buildings	New Vessel Design
Speed Reductions on some routes	Vessel Noise Baseline Research	Efficiencies in lighting, solar, pavement	Hybrid-Electrification of Existing Fleet

Current Long Range Plan progress

What we have accomplished...

In 2009, WSF released the Long Range Plan. The plan presented a vision for the future of the ferry system.

Studied and implemented vehicle reservation systems

- Feasibility study delivered to legislature in 2010
- Phase I at Port Townsend/ Coupeville launched in 2012
- Phase II at San Juan Islands launched in 2015
- Phase III Central Sound (currently not funded)

Improve customer web experience to allow for easier trip planning

- Added *Best Times to Travel* feature
- Updated terminal conditions
- WSDOT app launched in 2010. In 2016, WSF tab had 9.7 million hits



Design and construct Colman Dock and Mukilteo ferry terminals

- Colman Dock 90% design completed spring 2017, construction begins summer 2017, planned completion 2023
- Mukilteo ferry terminal 90% design spring 2017, construction begins summer 2017, scheduled to open in 2019

Implement pricing strategies to maximize use of vehicle space

- Increased passenger fares at lower rate than vehicle fares
- Added small car discounted fare
- Lowered the youth fare



Build ten new vessels by 2030

- Two new Olympic class vessels by 2014



(Samish, Tokitae)

- Three new Kwa-di Tabil class vessels by 2030



(Chetzemoka, Kennewick, Salish)

- Five additional Olympic class vessels by 2030



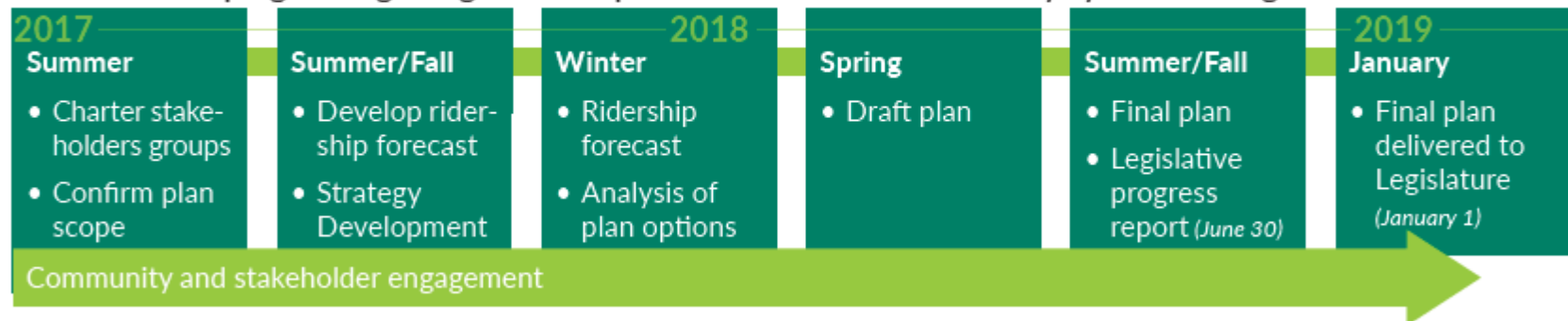
(Chimacum entering service 2017, Suquamish in 2018)

Funding for remaining three vessels not identified.

New Long Range plan progress

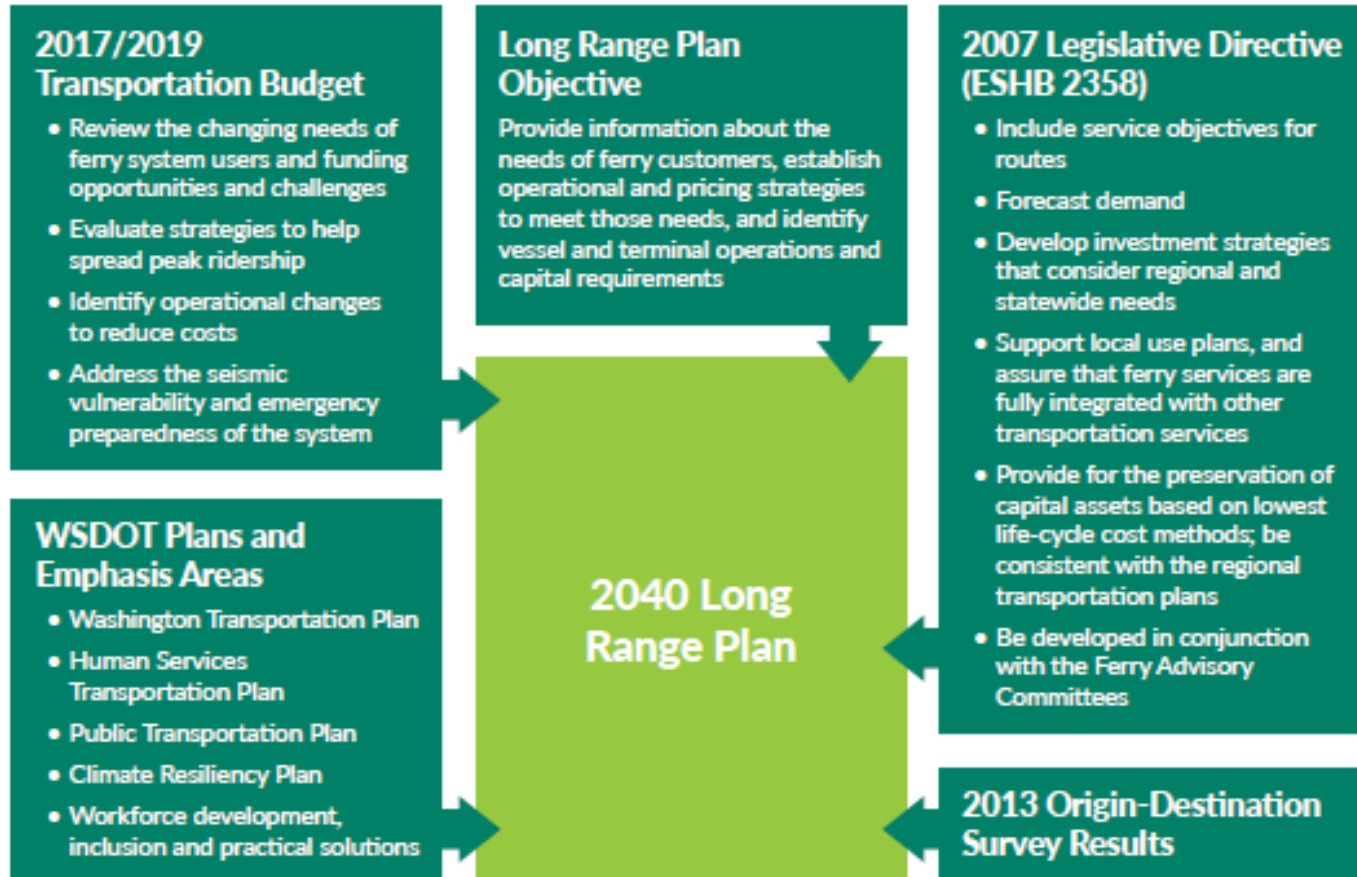
Where we are going...

WSF is developing a Long Range Plan to plan for the future of the ferry system through 2040.



New Long Range Plan progress

How we will get there...



New Long Range Plan progress

Who will help shape the Long Range Plan?



Join us!

YOU'RE INVITED

Washington State Ferries and Vigor invite
you to the christening of the ferry
SUQUAMISH!



Join us as Assistant Secretary Amy Scarton
breaks the bottle to christen the fourth Olympic Class ferry.
The *Suquamish* is scheduled for completion in summer 2018
and will enter service beginning next fall.

THURSDAY, JANUARY 4, 2018

12:30 p.m. - Check-in and safety briefing

1:00 p.m. - Remarks and christening ceremony

Vigor's Harbor Island Shipyard, 1081 16th Ave. SW, Seattle, 98134

RSVP to WSFComms@wsdot.wa.gov. For questions please contact Hadley Rodero,
WSF Communications, at 206-470-0524

Closed-toe, flat-soled shoes and picture identification are required to enter the shipyard.
Please dress for the weather.



"Basket" tribal print by Suquamish artist, Kate Ahvankana.

Questions?

For more information about Washington State Ferries,
please contact:

Amy Scarton, Assistant Secretary
(206) 515-3402 or ScartoA@wsdot.wa.gov