

# HOUSE BILL REPORT

## SHB 1189

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**As Passed House:**  
March 1, 2019

**Title:** An act relating to ferry system performance measures.

**Brief Description:** Concerning ferry system performance measures.

**Sponsors:** House Committee on Transportation (originally sponsored by Representatives Fitzgibbon, Young, Cody, Caldier and Ortiz-Self).

**Brief History:**

**Committee Activity:**

Transportation: 1/30/19, 2/21/19 [DPS].

**Floor Activity:**

Passed House: 3/1/19, 79-16.

**Brief Summary of Substitute Bill**

- Permits the Washington State Department of Transportation to develop additional performance measures for the ferry system.
- Expands statutorily required service effectiveness measures to include a measure of vessels sailing with space available for queued vehicles, for each terminal.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** The substitute bill be substituted therefor and the substitute bill do pass. Signed by 22 members: Representatives Fey, Chair; Slatter, 2nd Vice Chair; Valdez, 2nd Vice Chair; Wylie, 1st Vice Chair; Barkis, Ranking Minority Member; Walsh, Assistant Ranking Minority Member; Young, Assistant Ranking Minority Member; Chapman, Doglio, Entenman, Eslick, Gregerson, Irwin, Kloba, Lovick, Mead, Paul, Pellicciotti, Ramos, Riccelli, Shewmake and Van Werven.

**Minority Report:** Do not pass. Signed by 7 members: Representatives Boehnke, Chambers, Dent, Goehner, McCaslin, Orcutt and Shea.

**Minority Report:** Without recommendation. Signed by 1 member: Representative Dufault.

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*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

**Staff:** Beth Redfield (786-7140).

**Background:**

In 2011 as part of broad legislation addressing ferry system finance, the Legislature established an ad-hoc committee to create performance targets for Washington State Ferries (WSF) and required an annual report on progress meeting the targets. The legislation included a specific list of performance areas for the committee to address (safety of passengers, service effectiveness, cost containment measures, and capital project delivery). The ad-hoc committee was also authorized to develop additional performance measures.

In its annual report, the WSF provides data on the statutorily required service effectiveness measures relating to passenger satisfaction with customer service, cleanliness, and service requests. The WSF also collects and reports information about on-time performance and service reliability.

**Summary of Substitute Bill:**

The Washington State Department of Transportation, Ferries Division, is directed to recommend performance measures consistent with the recently completed 2040 Long-Range Plan and University of Washington study of improvements to loading, ticketing, and community relations for the triangle route.

**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.

**Staff Summary of Public Testimony:**

(In support) This bill is meant to improve our understanding of key aspects of ferry system performance—how often vessels are leaving full and how frequently vehicles are being left on the dock. Boats are leaving without being fully loaded. This bill is particularly relevant to the Triangle Route serving Vashon and Southworth from Fauntleroy in West Seattle. The dock at Fauntleroy is too small for enough cars to load even the smallest boats serving the route. As a result, a long queue forms up Fauntleroy Way, a major arterial in the neighborhood. Quite frequently, especially in peak summer with infrequent riders and visitors who do not have passes and have to stop and buy tickets, boats are leaving considerably less than full. This is a major inconvenience for Vashon and Southworth riders. The goal of the bill is to crack that problem. In order to help the system and the riders and prioritize investments, we need better data to measure this aspect of performance.

(Opposed) None.

(Other) This is a very challenging route; we understand the issues being highlighted. There is concern with the fiscal and operating impacts if this bill becomes law. We do not have the

technology or staff necessary to gather the information. The impact of doing so would be significant. The number of vacancies on a vessel depends on weather, safety concerns, and vessel sizes.

**Persons Testifying:** (In support) Representative Fitzgibbon, prime sponsor.

(Other) John Vezina, Washington State Ferries, Washington State Department of Transportation.

**Persons Signed In To Testify But Not Testifying:** None.