

SSB 6932 - H COMM AMD
By Committee on Transportation

NOT ADOPTED 03/05/2008

1 Strike everything after the enacting clause and insert the
2 following:

3 "Sec. 1. RCW 47.60.005 and 2007 c 512 s 3 are each amended to read
4 as follows:

5 The definitions in this section apply throughout this chapter
6 unless the context clearly requires otherwise.

7 (1) "Adaptive management" means a systematic process for
8 continually improving management policies and practices by learning
9 from the outcomes of operational programs.

10 (2) "Capital plan" means the state ferry system plan developed by
11 the department as described in RCW 47.06.050(2) (~~and adopted~~),
12 reviewed by the commission, and reported to the transportation
13 committees of the legislature by the commission.

14 (3) "Capital project" has the same meaning as used in budget
15 instructions developed by the office of financial management.

16 (4) "Commission" means the transportation commission created in RCW
17 47.01.051.

18 (5) "Improvement project" has the same meaning as in the budget
19 instructions developed by the office of financial management. If the
20 budget instructions do not define improvement project, then it has the
21 same meaning as "program project" in the budget instructions. If a
22 project meets both the improvement project and preservation project
23 definitions in this section it must be defined as an improvement
24 project. New vessel acquisitions must be defined as improvement
25 projects.

26 (6) "Life-cycle cost model" means that portion of a capital asset
27 inventory system which, among other things, is used to estimate future
28 preservation needs.

29 (7) "Maintenance cost" has the same meaning as used in budget
30 instructions developed by the office of financial management.

1 (8) "Preservation project" has the same meaning as used in budget
2 instructions developed by the office of financial management.

3 (9) "Route" means all ferry sailings from one location to another,
4 such as the Seattle to Bainbridge route or the Port Townsend to
5 Keystone route.

6 (10) "Sailing" means an individual ferry sailing for a specific
7 route, such as the 5:00 p.m. sailing from Seattle to Bremerton.

8 (11) "Travel shed" means one or more ferry routes with distinct
9 characteristics as determined by the department.

10 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.60 RCW
11 to read as follows:

12 The department shall develop and maintain a vessel rebuild and
13 replacement plan that, at a minimum:

14 (1) Includes projected retirement dates for all vessels,
15 distinguishing between active and inactive vessels;

16 (2) Includes projected rebuild dates for all vessels;

17 (3) Includes timelines for vessel replacement, including business
18 decisions, design, procurement, and construction; and

19 (4) Includes a summary of the condition of all vessels,
20 distinguishing between active and inactive vessels.

21 **Sec. 3.** RCW 47.60.375 and 2007 c 512 s 13 are each amended to read
22 as follows:

23 (1) The capital plan must adhere to the following:

24 ~~((+1))~~ (a) A current ridership demand forecast;

25 ~~((+2))~~ (b) Vehicle level of service standards as described in RCW
26 47.06.140;

27 ~~((+3))~~ (c) Operational strategies as described in RCW 47.60.327;
28 and

29 ~~((+4))~~ (d) Terminal design standards as described in RCW
30 47.60.365.

31 (2) The capital plan must include the following:

32 (a) A current vessel preservation plan;

33 (b) A current systemwide vessel rebuild and replacement plan, which
34 includes an evaluation of the long-term vessel operating costs related
35 to fuel efficiency and staffing;

36 (c) A current vessel deployment plan; and

1 (d) A current terminal preservation plan.

2 **Sec. 4.** RCW 47.60.345 and 2007 c 512 s 10 are each amended to read
3 as follows:

4 (1) The department shall maintain a life-cycle cost model on
5 capital assets such that:

6 (a) Available industry standards are used for estimating the life
7 of an asset, and department-adopted standard life cycles derived from
8 the experience of similar public and private entities are used when
9 industry standards are not available;

10 (b) Standard estimated life is adjusted for asset condition when
11 inspections are made;

12 (c) It does not include utilities or other systems that are not
13 replaced on a standard life cycle; and

14 (d) It does not include assets not yet built.

15 (2) All assets in the life-cycle cost model must be inspected and
16 updated in the life-cycle cost model for asset condition at least every
17 three years.

18 (3) The life-cycle cost model shall be used when estimating future
19 (~~system~~) terminal and vessel preservation needs.

20 (4) The life-cycle cost model shall be the basis for developing the
21 budget request for terminal and vessel preservation funding.

22 NEW SECTION. **Sec. 5.** A new section is added to chapter 47.60 RCW
23 to read as follows:

24 (1) The department shall develop and maintain a vessel maintenance
25 and preservation program that meets or exceeds all federal requirements
26 and, at a minimum:

27 (a) Includes a bilge and void maintenance program;

28 (b) Includes a visual inspection/audio gauging steel preservation
29 program; and

30 (c) Uses a lowest life-cycle cost method.

31 (2) The vessel maintenance and preservation program must maximize
32 cost efficiency by, at a minimum:

33 (a) Reducing planned out-of-service time to the greatest extent
34 possible; and

35 (b) Striving to eliminate planned peak season out-of-service
36 periods.

1 (3) When construction is underway for the replacement of a vessel,
2 the vessel that is scheduled for retirement is exempt from the
3 requirement in subsection (1)(c) of this section.

4 (4) The department shall include a plain language status report on
5 the maintenance and preservation vessel program with each budget
6 submittal to the office of financial management. This report must
7 include, at a minimum:

8 (a) A description of the maintenance and preservation of each
9 vessel in the fleet;

10 (b) A highlight and explanation of any significant deviation from
11 the norm;

12 (c) A highlight and explanation of any significant deviation from
13 the vessel preservation plan required under RCW 47.60.375;

14 (d) A highlight and explanation of decisions not to invest in
15 vessels; and

16 (e) A highlight and explanation of decisions to invest early in
17 vessels."

18 Correct the title.

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